

FOR OFFICIAL USE ONLY

*Not to be communicated to anyone outside H.M. Service*

**ADMIRALTY**  
**FLEET ORDER**  
**VOLUME**

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**PART II—FLEET EDITION**

---

**1919—1933**  
**inclusive**

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# ADMIRALTY FLEET ORDER VOLUME

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PART II—FLEET EDITION

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**1919—1933**

**inclusive**

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(CONTAINING ALL NON-CONFIDENTIAL ORDERS  
PROMULGATED UP TO THE END OF THE  
YEAR 1933, WHICH IT IS CONSIDERED  
ESSENTIAL TO RETAIN IN PRINT FOR  
REFERENCE.)

ADMIRALTY,  
*June, 1934.*

ADMIRALTY, S.W.1,  
June, 1934.

Those Orders issued up to 31st December, 1933, which it is considered essential to retain in print for reference, are reissued in accordance with the Instructions on the opposite page, to which special attention is directed.

The Orders in this Volume have not been generally revised, but are reprinted from previous issues.

The 1919-1932 Volumes (both Confidential and Non-confidential) and the Weekly Issues during the year 1933 are superseded by this Volume and should be dealt with as directed in paras. 33 and 34 of the "General Instructions" (opposite).

Amendments to the King's Regulations and Admiralty Instructions are printed in a separate "K.R." series.

By command of Their Lordships,

A handwritten signature in black ink, reading "O. Murray". The signature is written in a cursive style with a large, flowing "O" and a long, sweeping underline.

*To all Commanders-in-Chief,  
Flag Officers, Senior Naval  
Officers, Captains and  
Commanding Officers of  
H.M. Ships and Vessels,  
Superintendents or Officers  
in charge of H.M. Naval  
Establishments and Ad-  
miralty Overseers concerned.*

# ADMIRALTY FLEET ORDERS

(New System commenced 1st January, 1921—last revised, November, 1931.)

## GENERAL INSTRUCTIONS

1. **Orders, Instructions, or other Communications** from the Admiralty having application to more than one ship, Squadron or Naval Establishment, or to the various Admiralty Overseers, are promulgated in the Admiralty Fleet Orders (short title A.F.Os.).

2. **Specially Urgent Orders.**—Any very urgent Order of general interest, which cannot await the next ordinary issue, may be printed and issued specially.

If of such urgency that it cannot be dealt with as above, an Order may be sent by letter to Naval Authorities at home, or by telegram if involving danger to H.M. Ships or to life. Any such Order, however, will be included in the next issue of A.F.Os.

3. **Every recipient** of the A.F.Os. is also to be supplied with the relative annual edition and with the A.F.O. Index, as detailed below (*see paras. 27–30 for general supply arrangements*).

4. **Action.**—The officers concerned are to act upon these Orders without waiting for formal directions from their Commander-in-Chief, Superintendent, or Senior Officer, any necessary reports, etc., being forwarded through the usual Service channels.

5. **“For Official Use only.”**—The Admiralty Fleet Orders (except those issued confidentially) are marked “For Official Use only.”

A.F.Os. are, therefore, not to be divulged to anyone outside H.M. Service, but the Admiralty reserves the right to communicate to the public press any Order of general interest which may be published without detriment to the Service. Such Orders are distinguished by an asterisk against the A.F.O. serial number.

6. **Confidential A.F.Os.** (*i.e.*, Orders which ought to be seen only by Officers) are promulgated in a separate confidential print but are numbered in one series with the A.F.Os., a note “Issued Confidentially,” being inserted in the “Official Use” print. (Short title C.A.F.Os.).

“**Gunnery,” “Torpedo,” etc., Matters.**—Up-to-date information contained in technical C.A.F.Os. is sometimes withheld from the knowledge of ratings of the departments concerned who are serving in ships not directly affected by these Orders. Such information should, however, be communicated to a sufficient extent to ensure that ratings so serving should, in the event of transfer to a ship which has been affected by the orders, have an adequate knowledge of recent developments embodied therein.

## CLASSIFICATION OF ORDERS (O.U. AND CONFIDENTIAL.)

7. The Orders in the O.U. and Confidential series are classified in Sections in the Weekly Issues and Annual Volumes as follows :—

### SECTION 1

#### ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

Station Limits : Fighting Efficiency of Ships : Fleet Air Arm Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercise and Practices.



## SECTION 2

## PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

All Orders relating to Pay, Services, Discipline, etc.

## SECTION 3

## G., T., N., E., ETC., AND STORES ; HULL, EQUIPMENT AND FITTINGS

† *Department, etc., of Ship.*

Note:—Orders concerning more than one Department, *e.g.*, Torpedo and Gunnery, are shown under “*General*.”

*Gunnery.*

Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.

*Torpedo.*

Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-gas, Aircraft Torpedoes, etc. and Stores.

*Navigation.*

Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.

*Engineer.*

Main and Auxiliary Engines, Boilers, other machinery in charge of the Engineer Officer including Catapults, Coal and Oil Fuel and Engineering Stores.

*Signals.*

W/T and V/S Apparatus and Stores.

*Anti-Submarine.*

Asdics, Hydrophones and Echo Sounding and Stores.

*General.*

Hull, Armour, General Equipment and Fittings, etc., and orders affecting two or more Departments.

† (The Orders in this Section are not subdivided into Departments, etc., of the Ship in the volumes. The subdivision is made only in the Weekly issues.)

## SECTION 4

## OTHER STORES—NAVAL STORES\*, VICTUALLING, MEDICAL, ETC., CONTRACTS

\* (*N.S. Orders not included under Section 3.*)

Victualling Stores : Medical Stores, etc. : Contracts.

## SECTION 5

## BOOKS, FORMS, RETURNS, CORRESPONDENCE

All Orders dealing with Books : Institution of Forms, etc. : Addresses and Amendments to Signal Books.

## SECTION 6

## SHORE ESTABLISHMENTS

All Orders affecting Shore Establishments only.

*Orders coming under more than one Section.*—Orders containing matter coming under more than one head of classification are divided and issued as separate Orders in their appropriate Sections in the same issue, with cross references.

## WEEKLY EDITIONS

8. A.F.Os. are printed in two editions every Thursday :—

(a) “*Fleet Edition*.”—Issued to H.M. Ships and containing Sections 1–5 only of the Classification (para. 7 above.)

(b) “*Fleet and Shore Establishments Edition*.”—Issued to Shore establishments, etc., and containing all six Sections of the classification (para. 7 above). Copies of this edition are supplied to all Flag Officers and Senior Naval Officers, for information, with the Fleet Edition.

9. Orders addressed to specified ships or classes of ships and/or establishments, on which action cannot be fully completed in the near future.—Typical Orders are those directing that certain alterations are to be made

in the structure or equipment of specified ships when they next come into dockyard hands, or the Orders may be for work to be done by ship's staff and reports rendered when it is completed. These will include a direction at the foot that they are "to be retained until complied with." The text of Orders of this nature will not be reprinted, the number and heading only being shown in the Annual A.F.O. Volume. (See paragraph 19 (e).)

10. **Books or Manuals affected by or mentioned in an Order and previous letters and Orders** are quoted in brackets at the end of the Order to facilitate reference.

11. **Lengthy Orders** are issued separately, the number and heading being shown, however, in the appropriate section of the weekly issue.

12. **Diagram Issue.**—Drawings and diagrams referred to in the Admiralty Fleet Orders (O.U. Series) are issued separately and given a serial number. Those referred to in C.A.F.Os. are attached to the Orders.

13. **Notice Board Issue.**

- (i) *Orders issued in the weekly editions* dealing with pay, allowances, uniform or other matters of general interest to the Fleet are reprinted in poster form for display on Ships' Notice Boards.
- (ii) *Orders of a purely temporary and informative character* such as sports notices, disposal of canteen funds, results of competitions, etc., are also included in the Notice Board Issue, the number and subject heading only being shown in the appropriate Section in the weekly editions. Any such Order which may be required for reference beyond a period of three months will, however, be included in the ordinary Fleet Edition in full.

14. **"S" Series** (Confidential).—O.U. Orders (indicated by †) and Confidential Orders relating to Signal matters are printed together in a separate series numbered S 1, S 2, etc., and are issued each Thursday as necessary. The last page of each issue contains a list of the numbers and titles of the "S" Orders correcting Signal Publications (S.Ps.) and O.U. Signal Books.

(a) *Corrections to Signal Publications and O.U. Signal Books.*—"S" Orders promulgating corrections to S.Ps. and O.U. Signal Books (list shown below) are printed for each book separately on one side of the paper. These corrections are not included in the annual reprint of "S" Orders but are retained in force with their original numbers until such time as the corrections are embodied in Addenda to the S.P. or O.U. Signal Book concerned, or the books themselves are replaced.

LIST OF O.U. SIGNAL BOOKS

- O.U. 5236. Boats' Signal Book.
- O.U. 5298. Signal Training Instructions.
- O.U. 5313. Bombardment Code.
- O.U. 5339. Pendant List.
- O.U. 5366. Visual Signalling Instructions.
- O.U. 5371. British W/T Operating Signals.
- O.U. 5389. Message Instructions.
- O.U. 5391. Naval Call Signs.
- O.U. 5412. Code for Naval Shore Observation.
- O.U. 5423. Popham Panel System of Signalling.
- O.U. 5433.\* Auxiliary Vessels' Wireless Signalling Instructions.
- O.U. 5440. V/S Matériel Handbook.

\* Only supplied to those ships which have an attached drifter, and copies of "S" Orders correcting this book are not therefore supplied to other ships not carrying this book.

The same system will also apply to C.D. 104, R.A.F. W/T and R/T Call Signs.

(b) *Annual Reprint of "S" Orders*.—A.F.O.s in this series still remaining in force are reprinted each year with the exception referred to in (a).

15. **"A" Series**.—Admiralty decisions upon proposed alterations and additions to ships are promulgated in the "A" Series of A.F.O.s. These are printed every Thursday and issued to H.M. Dockyards, Repair Bases, and the Admiralty Repair Overseers only.

16. **Sale Copies**.—A separate quarterly edition containing only Orders marked \* (*see* para. 5) is made public and placed on sale. Copies can be obtained through any bookseller or direct from H.M. Stationery Office.

#### ANNUAL VOLUMES (O.U. AND CONFIDENTIAL)

17. **Annual Revision**.—At the end of each calendar year all A.F.O.s and C.A.F.O.s. are reviewed and those which it is considered essential to retain in print for reference and which have not been incorporated in the King's Regulations and Admiralty Instructions or other books of instruction by means of addenda or otherwise, are reissued as bound volumes.

18. **Classification**.—In the Annual O.U. and Confidential Volumes the Orders are shown in Sections in accordance with the classification set out in para. 7. The Orders in each Section retain their original numbers.

The annual volumes are bound in three separate parts :—

Part I. The Confidential Volume (all Sections).

Part II. Fleet Edition (O.U.).—(Sections 1, 2, 3, 4, and 5.)

Part III. Shore Establishments Edition (O.U.).—Section 6 only (Shore establishments Section).

19. **List of Orders issued in the previous year**.—Part II of the annual volume includes a complete list of all the A.F.O.s. (O.U. and Confidential) issued during the previous year with the subject headings, and against each Order the disposal is stated as follows :—

(a) Whether obsolete.

(b) Whether cancelled or superseded. If so, by what other Order.

(c) If incorporated in other instructions (K.R. and A.I., etc.). If so, where.

†(d) If considered sufficiently promulgated although not obsolete.

†(e) If only affecting a small part of the Service and not considered necessary to be reprinted for this reason. Orders of the nature referred to in paragraph 9 above are shown in their appropriate section in the annual volume with their number and heading, but the text omitted.

(f) Reprinted in the annual volume.

†Officers are authorised to retain the Orders under (d) and (e) and to refer to them and quote them as necessary. The gist of these Orders should be given when they are quoted in Official communications.

20. **Chronological list of all the Orders**.—Part I and Part II also contain a chronological list of all the numbers of the Orders reprinted in each volume, showing the sections in which they have been included. Where Orders concern more than one section, the Order is included under the main section, the number and heading being shown as necessary in the other sections concerned with a cross reference.

#### INDEXES

21. **Annual Volumes**.—The index for the O.U. and Confidential volumes is bound separately from the volumes and compiled in sub-divisions, viz :—

(i) General index.

(ii) Gunnery index.

(iii) Torpedo index (with separate chemical defence, electrical and mining sections).

(iv) W/T, V/S and A/S index.

This complete index is brought up to date and reissued quarterly. A list of the Orders superseded, and therefore cancelled, by later Orders on the same subject is also shown.

22. "**S**" **Series**.—The index of all A.F.Os. of the "**S**" series remaining in force is revised and reissued from time to time as necessary.

#### DIAGRAM VOLUME

23. **The Diagram Volume** is not reissued annually but from time to time, as may be considered necessary.

#### CANCELLED AND REVISED ORDERS

24. **Cancelled Orders**.—Lists of Orders superseded by later Orders on the same subject (and therefore cancelled), are printed and bound with the current A.F.O. Index.

25. **Revised Orders**.—When a lengthy A.F.O. is superseded by a revised Order, any new or altered matter in the latter is indicated by a heavy line in the margin.

26. Admiralty Fleet Orders reissued as a consolidated Order are not marked in this way unless the Order includes an amendment or addition to the instructions, etc., originally issued.

#### SUPPLIES, ETC.

27. **Number of Copies**.—The A.F.Os., C.A.F.Os., and A.F.O. Index are issued in numbers sufficient to allow all Officers in charge of Departments in H.M. Ships to maintain a complete series, and are to be distributed in accordance with the scales of distribution shown below. Scales of distribution are also shown for the "**S**" series and for the "**A**" series. Any failure to receive supplies, or the receipt of copies in excess of requirements, should be reported to the Secretary of the Admiralty (E.F.O.).

#### A.F.Os., Index, Diagram Issue, C.A.F.Os., and Notice Boards Issue

Number of Copies.

			A.F.Os.			Notice Boards Issue.
			<i>and Index.</i>	<i>Diagrams.</i>	<i>C.A.F.Os.</i>	
†Flag Officers and Staffs	...	...	6	4	6	6
†Commodores and Staffs	...	...	3	3	3	2
†Captains (D), &c., and Staffs...	...	...	4	3	4	2
"Courageous" ...	...	...	24	6	16	8
"Furious" ...	...	...	23	6	15	8
Other Aircraft Carriers	...	...	20	6	12	8
Battleships, BattleCruisers, "Hawkins,"						
"Kent," "York," "London" and						
"Leander" Class Cruisers, and						
Depôt Ships for Destroyers or						
Submarines ...	...	...	16*	6	8	8

\* The Commanding Officer is responsible for distribution within the ship as he thinks fit, but the number approved provides one copy for each of the following:—Captain; Commander; G., T., N., Engineer, Medical, Accountant and R.M. Officers; Captain's, Ships' and Victualling Offices; Accounting Officer for Explosives; Regulating Office (for Divisional Officers and M.A.A.)—also one copy for Central Store Officer (and for Central Store Office); leaving one spare copy.

† All Flag Officers and Senior Naval Officers are to be supplied with 2 or more copies of the Fleet and Shore Establishments Edition, for information, with the Fleet Edition (para. 8 (b)).

				Numbers of Copies.			
				<i>A.F.Os.</i> <i>and</i> <i>Index.</i>	<i>Diagrams.</i>	<i>C.A.F.Os.</i>	<i>Notice</i> <i>Boards</i> <i>Issue.</i>
Other Cruisers ... ..	...	...	...	10	5	8	6
Monitors (Large) and Mercantile Fleet							
Auxiliaries ... ..	...	...	...	4	2	4	2
Destroyers, Monitors (Small), China							
River Gunboats, Sloops not centrally							
stored and Surveying Vessels ...	...	...	...	2	1	2	2
Sloops centrally stored ... ..	...	...	...	4	1	2	2
Submarines ... ..	...	...	...	1	1	1	1
Registered R.F.As. ... ..	...	...	...	2	—	—	—
Ships in Reserve :—							
Parent Ships ... ..	...	...	...	10	4	6	8
Tenders ... ..	...	...	...	1	1	1	1
Auxiliary Patrol Vessels ... ..	...	...	...	1	1	1	1
Hospital Ships ... ..	...	...	...	3	1	1	3
Naval Establishments ... ..	...	...	...		(as requisite)		
Overseers ... ..	...	...	...	1	1	1	—

### “ S ” Series.

*Number of Copies.*

Commander-in-Chief, Home Fleet ... ..	...	...	...	...	7
Flag Officers and Staffs ... ..	...	...	...	...	3
Captains (D), &c., and Staffs ... ..	...	...	...	...	3
Vessels which have a Minelayer's allowance of Signal Books or					
above ... ..	...	...	...	...	4*

(\*Note.—The intention is that one copy shall be available for the Visual Department, one for the W/T Office, one for the Cypher Officer, and the fourth for the Captain's Office, or such other place as the Captain may direct.)

Vessels (except Submarines) which have a Destroyer's allowance							
of Signal Books ... ..	...	...	...	...	...	...	2
Submarines ... ..	...	...	...	...	...	...	
Vessels which have an A.P. allowance of Signal Books ... ..	...	...	...	...	...	...	1
Ships in Reserve :—							
Parent Ships ... ..	...	...	...	...	...	...	2
Tenders ... ..	...	...	...	...	...	...	1
Naval W/T Stations (Home and Abroad) ... ..	...	...	...	...	...	...	1
Naval W/T Stations (Abroad) fitted with remote control ... ..	...	...	...	...	...	...	2
R/S Stations ... ..	...	...	...	...	...	...	1

### *Corrections to Signal Publications and O.U. Signal Books*

(i) To each ship or establishment to which the S.P. or O.U. Signal Book is supplied :—

	<i>Number of Copies.</i>
For each set of “ S ” Orders carried ... ..	1
For each S.P. or O.U. Signal Book to be amended—for	
cutting up and pasting in the book ... ..	1
† Drifters attached to H.M. ships :—	
For each set of “ S ” Orders carried by the parent ship	1
For each S.P. or O.U. to be amended—for cutting up	
and pasting in the book ... ..	1
† (See * in (a) of para. 14.)	

(ii) The corrections will be distributed at the same time as the ordinary issue of “ S ” orders and to the same distributing authorities.

(iii) Additional copies of all corrections to S.Ps. and O.U. Signal Books will be supplied to distributing authorities for retention with the reserve stocks of the S.P. or O.U. Signal Book concerned, in order to provide for the correction of the books.

(Note.—It will be seen from (i) that only the corrections for the particular S.P. or O.U. Signal Book in the ship or establishment will be supplied. Ships and establishments should compare the corrections to S.Ps. and O.U. Signal Books received, with the list of the numbers and titles shown at the end of the ordinary "S" order issue (*see* paragraph 14) to ensure that the latest amendment has been received.)

**O.U. SIGNAL BOOKS.**—Stocks of "S" Orders correcting O.U. Signal Books will be held at West India Docks, and copies of these books issued by West India Docks will be accompanied by the correcting orders. As the orders issued before 1933 will not be re-issued in accordance with the new system, it will still be necessary for ships to correct new copies of these O.U. books from the reprint issued up to the end of 1932.

**"A" Series.**

*Number of Copies.*

Technical Departments of Dockyards and Repair Bases	...	...	...	...	...	...	{ Sufficient for use by the Technical Officers concerned. 1 each.
Naval Store Officers	...	...	...	...	...	...	
Admiralty Repair Overseers	...	...	...	...	...	...	

**28. Dispatch from Admiralty.**—To enable each local distribution to be effected, if possible, under one operation, all A.F.Os. of the same date (whether confidential or not) are dispatched from the Admiralty on the same day, so far as this is practicable, to each distributing authority at home, and to each ship supplied direct.

The "Official Use Only" and "Confidential" prints for squadrons, ships, and establishments abroad will be made up and dispatched from the Admiralty separately, so that the "Official Use only" prints may not be delayed through lack of opportunity for conveyance of confidential prints.

**29. New Ships on Commissioning** are to receive copies, according to the scale of distribution operative on that date, of Orders to date, *i.e.* :—

Annual volumes—

A.F.Os. (confidential). Part I.  
 ,, (non-confidential). Part II.

Weekly editions continuing from last annual Volumes—

A.F.Os.  
 C.A.F.Os.

A.F.O. Index.—Latest edition.

"S" Series of A.F.Os.—Complete set to date.

"S" Index.—Latest edition.

**30. R.F.As.**—R.F.A. Oilers and Store Carriers are supplied with A.F.Os. ("Official Use only" prints) directly from the Admiralty. Other registered R.F.As. (*i.e.*, excluding yard craft) are to be supplied by the parent ship to which they are attached, or, if not attached to a parent ship, by the Port upon which they are based.

**31. Disposal on Paying off.**—All A.F.Os. remaining are to be retained on board until the ship is finally paid off, when they are to be forwarded to the Commander-in-Chief at the paying-off port, the confidential prints being forwarded confidentially.

**32. Flag Officers and Captains unemployed.**—Weekly editions of A.F.Os. and C.A.F.Os. will be forwarded direct from the Admiralty to Flag Officers and Captains who are unemployed whilst on the Active List and who desire to be supplied with them.

**Officers below Captain's rank unemployed.**—A.F.Os. (but not C.A.F.Os.) will be supplied if desired.

An Officer desiring to receive copies should forward an application on going on unemployed or half-pay, addressing it to the Secretary of the Admiralty (Editor of Fleet Orders), and should give the address at which he will be.

Only the Officer's real address can be accepted. The documents cannot be forwarded to banker's or club addresses. If an Officer proceeds abroad, the documents will be retained until his return. The issue will cease as soon as an Officer takes up a Naval appointment or is placed on the Retired List.

It must be clearly recognised that C.A.F.Os. are strictly confidential, and that A.F.Os. are for "Official Use only." An officer, when forwarding the application for copies, must give an assurance that all will be kept under lock and key, that every precaution will be taken against their being mislaid, and that their confidential or official nature will be preserved by him. Further, on each 1st January he will be required to forward a certificate to the Secretary of the Admiralty (Editor of Fleet Orders) that the documents are in safe custody. When recipients take up a Naval appointment or go abroad for a lengthy period, or are retired, they are to forward a certificate of destruction of copies that have been supplied personally to them.

#### SUPERSEDED EDITIONS—DISPOSAL

**33. Weekly Editions.**—Upon receipt of the annual volumes, the weekly editions of A.F.Os. and C.A.F.Os. (with the exception of those retained for reference under (d) and (e) of paragraph 19, and the "S" and "A" series), are to be destroyed for that period, the C.A.F.Os. by fire.

**34. Annual Editions.**—On receipt of the revised annual volumes the preceding annual edition should be dealt with as follows :—

- (a) "For Official Use only" copies—

*By H.M. Ships in Home Waters—*

In the same way as O.U. books of reference, and set aside for return to the Naval Store Officer at the Dockyard next visited, who will report periodically to the Keeper of Stationery and Printing, Admiralty, with a view to arrangements for pulping. They are to be clearly marked "O.U. Publications for pulping."

*Shore Establishments at Home—*

Should collect and forward their copies marked as directed in (a) to the Naval Store Officer at the nearest Dockyard.

*By H.M. Ships and Establishments Abroad—*

All superseded copies should be destroyed by fire.

- (b) "Confidential" copies are to be destroyed by fire. Formal certificates of destruction are not required.

Copies which have been annotated or cut up and placed with books, correspondence, etc., for convenience of reference, may, however, be retained in addition to those referred to in paragraph 33, the usual precautions as to their confidential or official nature being observed.

**35.** The respective Commanders-in-Chief, Superintendents, and Senior Officers are to take steps to ensure that the instructions in para. 34 are duly observed.

## AMENDMENTS TO REGULATIONS, ETC.

36. **Amendments to the King's Regulations and Admiralty Instructions** are promulgated monthly in a separate numbered series (K.R. 1, K.R. 2, etc.), and supplied to all ships, etc., in numbers sufficient to allow of one copy being kept with each authorised copy of the K.R. & A.I. Important amendments are accompanied by an A.F.O. calling attention to their issue.

The amendments are incorporated in Vol. II K.R. & A.I., which is reissued annually, and are also placed on sale.

37. **Amendments to other books** of Regulations or Instructions are promulgated in a *separate* "Errata" issue of A.F.Os. on the first Thursday in each month, or as may be necessary.

## ABBREVIATED REFERENCES

38. **References to previous Orders** are made in the following abbreviated form :—

Confidential Admiralty Fleet Orders - C.A.F.O. *Serial No./Year.*

Admiralty Fleet Orders - - - A.F.O. *Serial No./Year.*

" " " ("S" Series) - A.F.O. S. *Serial No./Year.*

" " " ("A" Series) - A.F.O. A. *Serial No./Year.*

*General*

39. Suggestions for the incorporation in books of instructions of any of the Orders shown in the annual A.F.O. volume or for their amalgamation with others will be welcomed.

ADMIRALTY,

*June, 1934.*



ANNEX 2: THE 1971-72 FLOODS

The 1971-72 floods were the most severe in the history of the region. They were caused by a combination of factors, including heavy rainfall, a late start to the monsoon, and a high level of water in the reservoirs. The floods caused widespread damage to crops and infrastructure, and resulted in the loss of many lives. The government has taken steps to improve flood control measures, including the construction of dams and the improvement of drainage systems.

ANNEX 3: THE 1973-74 FLOODS

The 1973-74 floods were also severe, but not as widespread as the 1971-72 floods. They were caused by heavy rainfall and a late start to the monsoon. The floods caused damage to crops and infrastructure, and resulted in the loss of many lives. The government has taken steps to improve flood control measures, including the construction of dams and the improvement of drainage systems.

ANNEX 4: THE 1975-76 FLOODS

Annex 4

**List of Admiralty Fleet Orders in this Volume showing the  
Sections in which they are included**

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
<b>1920</b>		<b>1927</b>		<b>1929</b>		<b>1930</b>	
992	6	36	5	( <i>contd.</i> )		( <i>contd.</i> )	
2157	2	159	3	11	1	219	3
3657	2	202	1	12	1	221	3
3680	2	452	5	14	1	256	1
		510	5	16	1	298	6
<b>1921</b>		579	2	17	1	366	3
12	2	628	1	18	1	435	6
1128	3	746	3	20	1	436	6
		757	3	21	1	444	1
<b>1922</b>		841	2	23	1	577	2
1641	3	1286	2	24	1	642	3
1832	3	1328	3	25	1	717	6
		1406	2	26	1	867	2
<b>1923</b>		1441	5	27	1	880	6
468	6	1461	2	30	1	915	1
498	1	2105	6	31	1	930	2
530	6	2168	2	32	1	945	3
2544	1	2327	6	33	1	948	3
2590	5	2347	3	34	1	1013	3
3120	2	2501	3	36	1	1026	3
		2876	2	37	1	1077	3
<b>1924</b>		2879	2	46	2	1123	1
762	2	2910	1	157	5	1132	2
1295	3	2911	1	172	1	1266	1
1371	3	3265	4	184	1	1269	1
1865	2	<b>1928</b>		463	2	1277	2
1881	3	57	1	519	2	1343	2
2376	2	334	3	710	3	1366	3
3177	2	421	5	745	2	1487	2
3367	4	422	5	973	6	1493	2
		435	2	1278	6	1502	3
<b>1925</b>		511	3	1308	2	1803	1
61	5	573	2	1517	1	1827	4
110	3	591	3	1549	3	1864	2
287	2	803	3	1719	6	1952	1
1043	3	1083	5	1742	3	1977	3
1131	2	1403	1	1864	3	2092	1
1550	6	1604	2	1871	1	2094	2
1558	6	1837	6	1967	3	2258	1
2455	3	1871	2	2027	3	2259	1
2796	3	1993	6	2135	3	2330	2
2959	3	2041	2	2175	2	2336	3
3536	3	2112	3	2337	1	2467	3
		2232	3	2452	3	2472	3
<b>1926</b>		2416	3	2469	5	2592	2
302	3	2655	1	2531	3	2611	3
451	2	2722	3	2533	3	2677	2
611	6	2792	6	2557	6	2732	2
1070	2	2895	3	2767	1	2809	3
1090	1	2944	6	2894	6	2854	3
1284	3	3028	1	2925	1	2890	2
1333	2	3090	1	2990	3	2985	3
1352	2	3139	2	3066	3	3090	3
1558	3			3215	1	3097	6
2026	2	<b>1929</b>		3221	3	3138	2
2354	3	2	1			3258	3
2583	3	3	1	<b>1930</b>		3259	3
2703	1	4	1	3	2	3277	4
2879	2	5	1	7	2	3309	3
2889	3	6	1	75	1	3310	3
3236	1	7	1	82	2		
3546	3	8	1	98	6	<b>1931</b>	
3548	3	10	1	127	1	2	1

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
<b>1931</b> ( <i>contd.</i> )		<b>1931</b> ( <i>contd.</i> )		<b>1932</b> ( <i>contd.</i> )		<b>1932</b> ( <i>contd.</i> )	
68	2	2252	2	1081	3	2224	2
88	3	2288	1	1083	3	2225	2
105	1	2341	3	1096	4	2226	2
108	1	2412	1	1114	6	2235	3
138	3	2429	3	1182	3	2250	4
139	3	2481	3	1214	4	2273	2
144	3	2540	3	1240	2	2288	3
193	6	2584	3	1245	3	2297	3
194	3	2612	2	1288	1	2315	2
227	1	2631	4	1316	3	2339	3
238	2	2700	3	1334	6	2398	2
277	1	2737	2	1337	6	2399	2
279	1	2752	3	1381	2	2401	2
377	1	2796	2	1409	4	2416	3
400	6	2810	3	1438	3	2434	2
428	1	2959	6	1445	3	2448	3
431	1	2960	2	1454	3	2451	3
432	1	3009	2	1467	4	2492	3
501	3			1468	4	2497	3
542	3	<b>1932</b>		1484	6	2618	2
543	3	17	3	1489	2	2629	3
677	2	24	3	1502	3	2630	3
692	3	25	3	1503	3	2637	4
733	1	28	3	1543	2	2658	2
743	2	72	1	1550	3	2663	3
796	2	92	3	1556	3	2664	3
803	3	103	6	1569	4	2692	5
859	6	122	2	1626	3	2708	2
905	2	141	3	1628	3	2739	4
1003	3	147	3	1631	3	2776	3
1131	2	163	6	1664	1	2785	3
1229	5	188	3	1667	1	2786	3
1313	3	203	6	1670	2	2875	5
1329	4	225	3	1731	2	2898	3
1442	1	251	2	1755	3	2906	3
1443	2	257	3	1793	2	2931	6
1449	3	267	3	1795	2	2939	1
1488	1	271	3	1796	2	2941	2
1555	1	343	2	1800	3	2951	2
1579	3	351	2	1807	3	2954	3
1580	3	377	3	1815	3	2965	3
1610	2	494	3	1835	6	2966	3
1618	3	540	3	1873	4	2992	1
1629	3	593	1	1924	1	3009	3
1646	3	594	1	1928	2		
1709	3	619	3	1934	2	<b>1933</b>	
1739	1	659	3	1935	2	5	2
1754	4	668	3	1936	2	19	3
1811	3	671	3	1945	3	23	3
1831	6	673	3	1954	3	25	3
1845	6	686	1	1961	3	27	3
1848	1	765	3	2021	2	29	3
1853	2	777	4	2041	3	86	1
1889	5	786	1	2048	3	137	6
1909	2	843	3	2074	2	140	1
1970	6	944	3	2078	3	161	3
1990	3	955	3	2082	3	166	3
1991	3	960	3	2086	3	182	3
1995	3	974	5	2131	3	186	3
2027	2	993	1	2132	3	196	4
2054	3	1003	2	2138	3	215	2
2070	2	1007	3	2168	1	230	3
2089	2	1022	3	2169	1	236	3
2100	3	1052	6	2171	2	237	3
2208	2	1062	3	2175	2	258	1
2251	2	1070	3	2189	3	260	1

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
<b>1933</b> ( <i>contd.</i> )		<b>1933</b> ( <i>contd.</i> )		<b>1933</b> ( <i>contd.</i> )		<b>1933</b> ( <i>contd.</i> )	
261	1	774	3	1443	2	2041	3
267	2	776	3	1451	3	2064	3
282	3	801	6	1456	3	2137	2
325	1	813	2	1457	3	2144	3
326	1	818	2	1459	3	2146	3
332	2	827	3	1468	4	2148	3
335	2	831	3	1508	3	2149	3
336	2	915	2	1516	3	2154	4
345	3	918	2	1532	3	2162	5
349	3	920	2	1548	6	2173	1
370	6	927	3	1564	2	2179	3
377	2	931	3	1566	2	2180	3
381	2	943	4	1578	3	2182	3
389	3	944	4	1579	3	2183	3
402	3	955	6	1584	3	2186	3
412	5	968	2	1644	2	2189	3
413	5	976	3	1657	3	2190	3
421	6	981	3	1658	3	2191	3
432	1	983	4	1660	3	2192	3
435	1	986	5	1661	3	2200	3
437	1	989	6	1666	3	2201	3
446	2	998	2	1667	3	2203	3
447	2	1001	2	1702	2	2362	2
448	2	1009	3	1715	3	2377	3
463	3	1012	3	1719	3	2402	1
468	3	1014	3	1721	3	2420	3
473	3	1015	3	1724	3	2421	3
474	3	1017	3	1725	3	2422	3
475	3	1039	6	1745	1	2424	3
476	3	1055	3	1765	3	2425	3
492	6	1063	3	1767	3	2444	6
496	1	1075	4	1777	3	2445	6
501	2	1094	6	1783	4	2480	3
502	2	1100	6	1788	6	2484	3
508	2	1129	2	1789	6	2491	3
518	3	1132	3	1800	2	2492	3
533	3	1134	3	1802	2	2495	3
546	5	1135	3	1816	3	2497	3
553	6	1140	3	1818	3	2498	3
590	2	1173	3	1821	3	2506	4
592	2	1176	3	1824	3	2514	5
605	3	1177	3	1828	3	2520	1
611	3	1180	3	1846	6	2521	2
617	3	1185	3	1882	1	2525	2
619	3	1202	2	1917	6	2534	3
620	3	1205	2	1921	6	2535	3
625	2	1217	3	1922	1	2564	2
630	5	1220	3	1924	1	2569	2
634	6	1223	3	1928	2	2573	3
637	1	1231	3	1936	3	2578	3
645	2	1234	3	1942	3	2584	5
646	2	1238	4	1943	3	2601	6
651	3	1360	3	1967	6	2606	2
662	3	1361	3	1976	1	2612	3
663	3	1365	3	1987	3	2616	3
688	2	1371	4	1988	3	2630	5
695	2	1383	6	1994	3	2675	1
700	2	1388	2	2002	3	2687	3
711	3	1390	2	2012	6	2688	3
714	3	1392	2	2017	1	2689	3
723	3	1397	3	2018	1	2693	3
725	3	1404	3	2026	2	2704	6
752	2	1417	3	2030	3	2711	1
768	3	1420	4	2033	3	2712	1
770	3	1439	6	2034	3	2726	3
773	3	1442	1	2039	3	2734	3

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
<b>1933</b> ( <i>contd.</i> )		<b>1933</b> ( <i>contd.</i> )		<b>1933</b> ( <i>contd.</i> )		<b>1933</b> ( <i>contd.</i> )	
2736	3	2792	3	2924	2	2985	3
2738	3	2815	3	2930	3	2987	3
2739	3	2820	3	2931	3	2988	3
2741	3	2821	3	2933	3	2998	4
2753	5	2826	3	2934	3	3010	2
2761	1	2837	6	2935	3	3019	3
2762	1	2839	6	2939	3	3020	3
2763	2	2846	3	2959	6	3030	6
2774	3	2850	3	2975	3		
2780	3	2859	3	2976	3		
2782	3	2923	2	2984	3		

## List of A.F.Os. Issued during 1933 showing the Disposal of each Order

- (a) = Obsolete.  
 (b) = Cancelled or superseded, and by what other Order.  
 (c) = Incorporated in other Instructions (K.R. & A.I., etc.) and where.  
 (d) = Considered sufficiently promulgated although not obsolete.  
 (e) = Only affecting a small part of the Service and not considered necessary to be reprinted for this reason.  
 (f) = Included in this Volume.

Orders marked § were formal amendments to Books of Regulations, etc., and will be included in Addenda to the Books or re-issued in the Annual A.F.O. Errata Issue.

A.F.O.	Subject.	Disposal.
<b>1933</b>		
1	Dutch Fishery Protection Services ... ..	(b) A.F.O. 1198/33.
2	Imperial Challenge Shields Competitions, 1932—Empire Marksmen and Empire First Class Shots ... ..	(d)
3	Medical Officers (R.N. Armament Depôt, Lodge Hill, and R.N. Torpedo Factory, Greenock) ... ..	(c) Navy List.
4	Badges for X-Ray Assistants ... ..	(c) Uniform Regulations.
5	Payment of Colonial Allowance during Short Periods in Hospital or on Detached Duty or Leave ... ..	(f)
6	Officers' Widows' and Dependants' Pensions ... ..	(d)
7	Admiralty Surgeons and Agents (Sheffield and Lydd) ...	(c) Navy List.
8	Sports—R.N. and R.M. Sports Control Board—Donation	(d)
9	Sports—R.N. and R.M. Athletic Association ... ..	(d)
10	<i>Issued Confidentially</i> ... ..	(d)
11	Director Firing Gear—Gyro Firing Gear Spares for Depôt Ship or Base (Leaders, etc.)—REPORTS ... ..	(a)
12	Fire Control Instruments ("Leander" Class) ... ..	(c) Gunnery Establishment.
13	Communication between Upper Bridge and Director Control Platform ("Crusader" Class)—REPORTS ...	(a)
14	Q.F., 4.7-in., Mark VIII, IX and "D" IX* Guns—Modification to Case, Electro-Magnet, of Electro-Mechanical Firing Gear ... ..	(d)
15	Q.F., 4.7-in., Mark IX* Guns—Modification of Breech Ring by Bushing Bearings of Shaft, Actuating ...	(d)
16	<i>Issued Confidentially</i> ... ..	(d)
17	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 1452/33.
18	Cordite—Landing—Destruction ... ..	(d)
19	Cartridges, Q.F., 2 pdr., Mark II Guns—Re-positioning in Belts ... ..	(f)
20	Cartridges, S.A., .303 in., Ball, Mark VII, of 1923 Manufacture—Withdrawal ... ..	(b) A.F.O. 2186/33.
21	Cartridges, S.A., .303 in., Red Label, of certain make and date—Withdrawal ... ..	(d)
22	<i>Issued Confidentially</i> ... ..	(d)
23	Felt in Ammunition and Warhead Boxes—Treatment to Prevent Mildew ... ..	(f)
24	21 in., Marks VII, VIII and IX, Torpedoes—Lanoline as a Preservative. ... ..	(b) A.F.O. 775/33.
25	Torpedoes—Responsibility for, in T/B Flights ... ..	(f)
26	Torpedo Sight, Type "B," Mark V—Clear Range Indicator, Mark IX—Tube Training Receiver, Mark I Spare Glasses and Rubber Rings ("Leander," etc.) ...	(c) Electrical and Torpedo Establishments.
27	Ships' Searchlight Equipment—Instructions for Carrying out Trials after Modernisation ... ..	(f)
28	Gyro Compasses—Modification to Two-Minute Transmitter—Introduction and Note on the Maintenance and Fitting of Commutator Disc, Pattern 6515 ...	(d)
29	C.D. Oil for Lubricating certain Gyro Compass Bearings—Introduction ... ..	(f)

A.F.O.	Subject.	Disposal.
30	"Owen" Valve Reseating Gear—Introduction for Supply in lieu of Morse Gear ... ..	(d)
31	Firebricks, Pattern 180—Introduction ... ..	(d)
32	Boiler Tubes ("Crusader" and "Comet") ... ..	(d)
33	W/T—Supersession of Obsolete Receiving Apparatus in certain Ships and Vessels... ..	(d)
34	W/T—Shore Stations—Nomenclature of Transmitting Sets ... ..	(b) A.F.O. 2498/33.
35	W/T Direction Finding—Supply of Charts (Ships fitted with D/F) ... ..	(d)
36	Kites for W/T Purposes and Machine Gun Targets—Introduction of New Pattern ... ..	(c) W/T Establishment.
37	Azimuth Circles—Amended Allowance—(Submarines) ...	(d)
38	Titanium Tetrachloride ... ..	(d)
39	Coir Cordage—Government Department Specification ...	(d)
40	Sun Helmets—Marking ... ..	(c) B.R. 93.
41	Mess Gear—Saucepans and Steamers, Aluminium ...	(d)
42	Cans, Hot Water, Pattern 310—Allowance ... ..	(c) Destroyer Establishment.
43	Yeast for Breadmaking ... ..	(a)
44	Engineers' List of Spare Gear, Fittings, Drawings, etc.—Introduction of Inter Screws in place of Lacing ... ..	(d)
45	Personnel of R.A.N. serving with the R.N.—Medical Returns ... ..	(c) K.R. & A.I., Art. 1409.
46	"Nomenclature of Diseases" (New Edition)—Instructions for rendering Nosological Tables in Ships, Hospitals, and other Establishments ... ..	(d)
47	B.R. 222—Notes on W/T Sets ... ..	(d)
48	B.R. 224—Gunnery Pocket Book—Issue on Repayment	(a)
49	Form O.1—Amendments ... ..	(c) Form O.6.
50	O.U. 5437—Handbook of Gunnery Organisation—Issue	(d)
51	O.U. 5440—V/S Matériel Handbook—Issue ... ..	(d)
52	Radiotelegrams—Charges Collected on Board Ship ...	(b) A.F.O. 987/33.
53	Construction of H.M. Sudmarine "Sealion"—Appointment of Principal (Ship) Overseer ... ..	(a)
54	Civilian Staffs—Appointments ... ..	(a)
55	Civilian Staffs—Vacancy ... ..	(a)
56	Drums for Varnish, etc.—Disposal ... ..	(d)
57	Warrant and Storing Yards—New Construction, 1931 Programme ... ..	(d)
58	Dockyard Expense Accounts—Repayment Services—Store Oncost on "Sale" arisings from work. (Yards with revised accounting) ... ..	(c) D.A. 1737/29.
59	<i>Issued Confidentially</i> ... ..	} §
60	<i>Issued Confidentially</i> ... ..	
61	<i>Issued Confidentially</i> ... ..	
62	<i>Issued Confidentially</i> ... ..	
63	<i>Issued Confidentially</i> ... ..	
64	Instructions Relative to Recruiting—Amendment	
65	R.N.R. Regulations (Men)—Amendment ... ..	
66	R.F.R. Regulations—Amendments ... ..	
67	R.N.V.R. Regulations—Amendment ... ..	
68	B.R. 77—Amendments ... ..	
69	B.R. 91—Amendments ... ..	
70	B.R. 161—Amendment ... ..	
71	B.R. 184—Amendment ... ..	
72	B.R. 669—Amendments ... ..	
73	Form D.621A—Amendment ... ..	
74	O.U. 5225—Amendment ... ..	
75	O.U. 5386/28—Amendments ... ..	
76	O.U. 5387/28—Amendments ... ..	
77	O.U. 5408/28—Amendment ... ..	
78	O.U. 5424—Amendments ... ..	
79	O.U. 6090(D)—Amendments ... ..	

A.F.O.	Subject.	Disposal.
80	O.U. 6184—Amendments ... ..	} §
81	O.U. 6234—Amendments ... ..	
82	Naval Store Duties Instructions—Amendments ... ..	
83	Regulations for H.M. Naval Yards Abroad—Amendment ... ..	
84	Expense Accounts Instructions, 1904—Amendment ... ..	
85	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 1793/33.
86	Signalling between H.M. Ships and British Merchant Vessels ... ..	(f)
87	Air Work in Aircraft Carriers and Ships carrying Aircraft —Periodical REPORTS ... ..	(b) A.F.O. 308/34
88	Board of Admiralty—Appointment ... ..	(c) Navy List.
89	Aide-de-Camp to Governor-General of Canada—Vacancy ... ..	(a)
90	Preliminary Knowledge required by Candidates for Lieutenant (S) ... ..	(c) K.R. & A.I.
91	Interpreters in Russian—Officers Selected to Qualify ... ..	(a)
92	Promotion to Acting Warrant Engineer, April, 1933 ... ..	(a)
93	Submarine Coxswains—Eligibility for Rating of Diver ... ..	(c) K.R. & A.I.
94	Educational Examinations Afloat, 1933—Dates ... ..	(a)
95	Saltash Regatta Trophy—"Prince of Wales" Cup—REPORT ... ..	(d)
96	Commutation of Retired Pay (Officers)—Revised Table ... ..	(c) Navy List Appendix.
97	Navy, Army and Air Force Institutes—Corps Representative for Royal Marine Establishments ... ..	(a)
98	Sports—R.N. and R.M. Lawn Tennis Association ... ..	(a)
99	H.A.C.S. Directors and Calculating Tables—"As Fitted" Drawings ... ..	(b) A.F.O. 823/34.
100	Admiralty Fire Control Clocks—Lubricants ... ..	(d)
101	Fire Control Tables, etc.—Lubrication ... ..	(d)
102	Gun Loading Light Switch in "D" Class Destroyers—Position ("Defender" and "Diamond") ... ..	(d)
103	Torpedo Tubes—Fouling of Side Stops (Submarines "H," etc., Class) ... ..	(c) O.U. 5441.
104	Two-Speed Destroyer Sweep Gear on Quarter Deck—Vibration (Destroyers, etc.)—REPORTS ... ..	(d)
105	Two-Speed Destroyer Sweep—Blocks, Pattern 8821 ... ..	(d)
106	<i>Issued Confidentially</i> ... ..	(f)
107	Ammeter Shunts—Demands ... ..	(d)
108	Fuze Release Switches—Fuze Wire ... ..	(d)
109	<i>Issued Confidentially</i> ... ..	(b) New Order will be issued.
110	W/T, Types 33 and 34—Increase of Frequency Range—Modifications—REPORTS ... ..	(b) A.F.O. 542/34.
111	Boiler Pilot Safety Valve Springs ... ..	(d)
112	Hong Kong Targets (Pattern V)—Stowage Arrangements ("A" and "B" Class Destroyers, etc.) ... ..	(d)
113	Gyro Compass Transmitters, Patterns 1501 and 1504 ... ..	(b) A.F.O. 290/33.
114	Periscope Hoisting Presses—Modification to Control Valves ("Oberon," etc.) ... ..	(d)
115	Bells, Fog (Flotilla Leaders and Destroyers) ... ..	(d)
116	Towing Pendants of Submarines—Fitting Swivel Pieces (Dockyards, Submarines, etc.) ... ..	(d)
117	Baths, Pattern 17A—Allowance (Cruisers, etc.) ... ..	(c) Executive Establishment.
118	Deck Tackles for Weighing Anchors by Hand, etc.—REPORT ... ..	(d)
119	Clips, Flag, G.M., Patterns 100 and 101—Examination of Stocks—REPORT ... ..	(d)
120	Anti-Typhoid Vaccine—Supply and Method of Demanding ... ..	(d)
121	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 848/33.
122	<i>Issued Confidentially</i> ... ..	(d)
123	B.R. 168—Handbook for W/T Operators Working Installations Licensed by Postmaster-General—Issue of Revised Edition ... ..	(d)
124	B.R. 806—Silhouettes of Aircraft—Issue of Revised Edition ... ..	(d)



A.F.O.	Subject.	Disposal.
125	Form S.55—C.S. Engagement or Re-engagement ...	(d)
126	Form S. 180 (D. 171)—Report of Examination and Survey of Hull—Revision ...	(c) Regulations amended.
127	S. 220—Tuberculous Patient sent to Hospital—Establishment as Separate Form ...	(d)
128	Typewriters—Repair Agents ...	(d)
129	Civilian Staffs—Appointments ...	(a)
130	Civilian Staffs—Vacancy ...	(a)
131	Vacancies amongst Civilian Staff—Reports on Form D.283 ...	(d)
132	Sick Leave Regulations for Temporary and Unestablished Employees ...	(c) O.U. 5225.
133	Waterproof Coats for Telephone Service ...	(d)
134	Breech Mechanisms—Q.F., 4 in., V-V* and AV-V*—Levers, Breech Mechanism, Mark I—Repair to Stop Face ...	(d)
135	Dimmer and Pilot Lamp Boxes, Patterns 8945/6 and 1179/80—Future Returns to be taken on Store Charge at Sale Value ...	(d)
136	Senhouse Slips—Disposal (Yards at Home and Abroad)—REPORTS ...	(d)
137	Naval Stores Supplied to Contract-Built Ships—Particulars of Weight ...	(f)
138	French Fishery Protection Service ...	(b) A.F.O. 260/33.
139	<i>Issued Confidentially</i> ...	(f)
140	Exercises between H.M. Ships and Torpedo and Smoke-making Aircraft—Arrangements for rendering—REPORTS ...	(f)
141	Order of Introduction of Officers on occasions of Ceremony, etc. ...	(c) K.R. & A.I.
142	<i>Issued Confidentially</i> ...	(b) New Order will be issued.
143	Qualifying Educational Examination for the Rank of Acting Sub-Lieutenant—Result ...	(a)
144	Qualifying Examination for the Rank of Acting Sub-Lieutenant (E)—Results ...	(a)
145	Examination for Rank of Paymaster Sub-Lieutenant, September, 1932—Results ...	(d)
146	Interpreter—Examination, April, 1933 ...	(a)
147	Language Study by R.N. and R.M. Officers ...	(a)
148	Course for Senior Masters and Schoolmasters at R.N. College, Greenwich—Syllabus and Marks ...	(d)
149	Royal Tournament, 1933 ...	(a)
150	<i>Issued Confidentially</i> ...	(f)
151	Advancement from Port Division Rosters ...	(d)
152	Rifle and Revolver Shooting in the Navy ...	(d)
153	Communication Boys—Notations to be given ...	(c) Training Service Instructions.
154	Eyesight—Ratings Suffering from Defective Colour Vision	(d)
155	Divers—Examination and Selection—Medical Regulations	(c) Diving Manual.
156	Admiralty Surgeon and Agent (Anderton) ...	(c) Navy List.
157	Admiralty Surgeon and Agent (Barnes, Mortlake, and Putney) ...	(c) Navy List.
158	Jewish Sacred Festivals, 1933 ...	(a)
159	Sports—R.N. and R.M. Cricket Club ...	(a)
160	<i>Issued Confidentially</i> ...	(d)
161	Director Firing Gear—Gyro Firing Gear Spares for Depôt Ship or Base (Leaders, etc.)—REPORTS ...	(f)
162	Director Firing Gear, Marks I and II Mountings—Drive to Elevation Receivers—Securing Pins for Clutches ("Kent," etc.) ...	(d)
163	Master Electric Clocks for Fire Control Purposes—Custody, Repair, etc. ...	(c) B.R. 696.
164	Admiralty Fire Control Clocks, Mark I ("Crusader," etc.)	(d)

A.F.O.	Subject.	Disposal.
165	Presses, Obturator, for B.L., 16 in., I, 15 in., I, 8 in., VIII-VIII*, and 7.5 in., VI, Guns—Modification to increase Compressing Power ... ..	(d)
166	Q.F., 2 pdr., VIII, Gun—Short Recoils—REPORTS ...	(f)
167	Gun Mountings, 8 in., I and I*—Modification of No. 11B Interlock ("Kent," etc.)—REPORT ... ..	(e)
168	Cartridges, S.A., Ball, .303 in., Mark VII, Kynock, Manufacture, made prior to 8.4.26—REPORT ... ..	(b) A.F.O. 1988/33.
169	Cordite for which Heat Test Results for 1932 have not been received—REPORTS ... ..	(d)
170	Tubes, V.S., Electric, Large, Mark VIII, R.L., Lot 50, filled R.L., 5.10.26—Withdrawal from Service ...	(d)
171	Gun-sighting Telescopes and O.L.O. Periscopes—Issue ...	(b) New Order will be issued.
172	<i>Issued Confidentially</i> ... ..	(d)
173	<i>Issued Confidentially</i> ... ..	(c) Maintenance Regulations.
174	Torpedoes—Reduction in Number of Dummies Carried (Aircraft Carriers) ... ..	(c) Naval Proportion Book.
175	Torpedoes—Stores and Tools—Introduction of Washers, Leather, St. No. 1053A ... ..	(d)
176	Torpedoes—Stores and Tools—Introduction of Oversize Centres, St. No. 2692 ... ..	(c) Naval Proportion Book.
177	Magazines, Handling Rooms, Shell and Bomb Rooms—Motor Circuits, Indicating Lights ... ..	(d)
178	Gyro-compass Transmitters, Patterns 1501 and 1504—Introduction of Electrolytic Condensers, Pattern 1164 ...	(b) A.F.O. 1190/34.
179	Catapults—Examination of Centre Pivot Bearing. ...	(b) A.F.O. 1083/34.
180	Boiler Tubes ("Crusader," and "Comet") ... ..	(d)
181	W/T—Tuner-Amplifier B.11, Pattern 1265—Further Allocation ("Kent," etc.) ... ..	(d)
182	W/T—Tuner-Amplifier B.11 and B.12 and Amplifier M.19—Precautions (Ships, etc., concerned) ... ..	(f)
183	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 612/33.
184	Rings and Washers for Asdic, Echo Sounding and Hydrophone Installations ... ..	(d)
185	<i>Issued Confidentially</i> ... ..	(f)
186	Submarine Periscopes—REPORT ... ..	(f)
187	Escape Hatches in Superstructure (Submarines and Dockyards)... ..	(d)
188	Transporting Boxes for Gyro Compass Stores ... ..	(d)
189	Switches, Spare, for Ships fitted with Electric Fires (Vessels, etc., concerned) ... ..	(c) Electrical and Torpedo Establishments.
190	Lamps, Electric, for Examining Boiler Tubes—Re-introduction of Pattern 916 ... ..	(d)
191	Bulbs for Torches—Trial of Bulbs, 4-volt—REPORTS... ..	(d)
192	Permanent Loan Lists—Notification of Losses, Damage, etc. ... ..	(d)
193	Drums—5-gallon, for Export Purposes—REPORTS ...	(d)
194	Foreign Ensigns—Addition of the Flag of Qatar ...	(d)
195	High Speed Twist Drills—Addition to Authorised List ...	(d)
196	Stores and Empty Packages Returned to Medical and Dental Contractors—REPORTS ... ..	(f)
197	Contract for Class II Uniform Suits Made-to-Measure, at Firth of Forth ... ..	(b) A.F.O. 1783/33.
198	Overall Suits—Loan Issue to Stoker Ratings Employed on Maintenance of Catapults ... ..	(c) B.R. 93.
199	Clothing—Marks on Packages ... ..	(c) B.R. 93.
200	B.R. 66—Sea Fisheries Manual, 1926—Issue of Revised Addendum No. 3 ... ..	(d)
201	B.R. 127—Naval Telegraphic Addresses, 1933—Issue ...	(a)
202	Form M.75 (S.1123)—Issue of Amendment ... ..	(d)
203	O.U. 6090 (T)—High Angle Range Table, No. 356, for 0.5 in. Machine Gun—Issue ... ..	(a)

A.F.O.	Subject.	Disposal.
204	Warship Production Superintendent, Mersey and North-Western Area—Appointment ... ..	(a)
205	Civilian Staffs—Appointments ... ..	(a)
206	Private Wireless Apparatus—Installation in Admiralty Buildings ... ..	(b) A.F.O. 1094/33.
207	Fireguards—Improved Type ... ..	(d)
208	Flexible Voice-piping, etc.—Reserves (Yards Abroad) ...	(c) O.U. 6234.
209	New Construction in H.M. Dockyards—Allocation of Drawing Offices, etc., Charges ... ..	(d)
210	Senior Officers' Technical Course—Amended Date ...	(a)
211	Torpedo Specialist Course—Revised Syllabus ... ..	(d)
212	Anti-Submarine Specialist Course—Revised Syllabus ...	(d)
213	The Royal Navy Club of 1765 and 1785—Dinners, 1933...	(a)
214	P.R.T. Instructors—Qualifying Course, February, 1933...	(d)
215	Stoker Ratings—Training in High Power Electricity—REPORTS ... ..	(f)
216	<i>Issued Confidentially</i> ... ..	(a)
217	Representation of the People Acts—Final Discharge from the Service of Registered Officers and Men—Procedure for Notifying ... ..	(d)
218	Ships' Funds—Disposal ... ..	(d)
219	<i>Issued Confidentially</i> ... ..	(b) A.F.O. 685/34.
220	Vickers' Machine Guns for Use of Royal Marines—Stores—REPORTS ... ..	(d)
221	Cartridges, B.L., 15 in.—Charges of Lots R.N. 2500 and R.N. 2574, loosely made up ... ..	(d)
222	Ammunition, Q.F.—Fixed Ammunition ... ..	(d)
223	Cartridges, S.A., .303 in., Red Label, of certain Makes and Dates—Withdrawal ... ..	(d)
224	<i>Issued Confidentially</i> ... ..	(d)
225	<i>Issued Confidentially</i> ... ..	(d)
226	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 692/34.
227	2 in. Flexible Voicepiping and Headphones Fitted at Guns, etc.—Proposed Lighter Type, 3 in. Voicepiping ... ..	(d)
228	<i>Issued Confidentially</i> ... ..	(c) O.U. 5451.
229	<i>Issued Confidentially</i> ... ..	(f)
230	Branch Breakers Controlling Single Motors (H.M. Ships)	(f)
231	Air Compressors, Brotherhood Type, W.8 and Y.6 (Dockyards and Ships concerned) ... ..	(b) A.F.O. 2191/33.
232	Electric Cables and Fittings—Method of Securing in Turrets, also on Bridge Structure, etc., in the wake of Gun Blast ... ..	(b) A.F.O. 619/32.
233	Boiler Tubes—"Defender" and "Diamond" ... ..	(d)
234	Dumaresq Rate of Change Instruments, Mark VIII, Pattern 5969—Allowance (Submarines "Oberon," etc.)	(c) Included in Establishment.
235	Davis Submerged Escape Apparatus—History Sheets for Oxygen Cylinders ... ..	(d)
236	Vessels—Insurance during Refit or Repair ... ..	(f)
237	Spring Hawser—REPORTS ... ..	(f)
238	Sectional Steel Bookcases, Pattern 4621—Additional Allowance—REPORTS ... ..	(c) Destroyer Establishment.
239	Cooking Utensils for Officers' Galleys—Abolition of Allowance of Naval Store Patterns (Leaders, etc.) ...	(c) Destroyer Establishment.
240	Titanium Tetrachloride ... ..	(d)
241	Ditty Boxes ... ..	(d)
242	Liquid Metal Polish—Improved Tins ... ..	(d)
243	Officers' Mess Traps—Additional Supplies to Destroyers and Minesweepers Commanded by Commanders ...	(c) B.R. 93.
244	Book of Designs of Moorings—Amendment ... ..	(d)
245	B.R. 4—Instructions Relating to the Supply of Naval Stores to H.M. Ships, etc.—Issue of Addendum No. 1	(d)
246	O.U. 6090 (T)—Range Table, No. 347, for 0.5 in. Machine Gun—Issue of Page 3 ... ..	(d)

A.F.O.	Subject.	Disposal.
247	Telegraphic Reports of Trials of New Ships ... ..	(c) O.U. 5332.
248	Portsmouth Division, Royal Marines—Postal Address ...	(d)
249	Civilian Staffs—Appointments ... ..	(a)
250	Carburettors and Magnetos—Removal from A.E.C. Tylor Engines ... ..	(d)
251	Motor Vehicles—Brackets for Guard Rails ... ..	(d)
252	B.L., 6 in., XII, XIIA and XIIB Guns—Repair of Holes for Interceptor Bracket in Breech Ring ... ..	(d)
253	Electrodes—Demands, etc.—REPORTS ... ..	(d)
254	Tube Stoppers—Disposal ... ..	(d)
255	Naval Stores, Subhead B.10—Future Returns of certain Articles not to be taken on Ledger Charge ... ..	(b) A.F.O. 216/34.
256	Accounts of Receipt for Articles Purchased under Vote 8, Section III, Subhead G ... ..	(c) Gun Mountings Store Duties Instructions.
257	Returns D.68—Preparation ... ..	(d)
258	Ceremonial—Position in the Line of Royal Marine Units	(f)
259	Consular Appointments, Consular Offices ... ..	(d)
260	French Fishery Protection Service ... ..	(f)
261	Exercises for Personnel of Flying Boat Squadrons— Co-operation of H.M. Ships ... ..	(f)
262	Jackson-Everett Prize—Award for 1932 ... ..	(a)
263	Advanced Gunnery Course—Prize of £20 ... ..	(a)
264	Interpreters—Requalification ... ..	(c) K.R. & A.I.
265	Assistant Inspectors of Naval Ordnance—Vacancies ...	(a)
266	Free or Assisted Passages for Officers' Wives and Families	(b) New Order will be issued.
267	Regulating Branch—Transfers ... ..	(f)
268	Royal Marines Rifle Association Meetings, 1933 ...	(a)
269	Vocational Training—Summary of Training carried out during the period 1st April, 1932, to 30th September, 1932 ... ..	(d)
270	Registered Packets Lost, etc.—Claims for Compensation	(d)
271	Canteens—Instructions ... ..	(d)
272	Canteens—Headquarters Naval Canteen Committee— Report of Proceedings at Forty-fifth Meeting ... ..	(d)
273	Naval Savings Bank—Depositor's Identification Certificate	(a)
274	Sports—R.N. and R.M. Rugby Union ... ..	(d)
275	<i>Issued Confidentially</i> ... ..	(d)
276	H.A.C.S. I—Spring Adjustments for Relays (all Ships fitted with H.A.C.S. I) ... ..	(d)
277	Field Guns and Howitzers—Allocation and Maintenance	(b) A.F.O. 2531/33
278	Q.F. Cartridges—Exchange of No. 1 for No. 9 Primer ...	(d)
279	Cordite—Landing—Destruction ... ..	(d)
280	Bugle—Supply (Flotilla Leaders) ... ..	(c) Naval Proportion Book.
281	Torpedoes, 18 in., 21 in. and 24½ in.—Blowing Heads— Routine Tests ... ..	(c) Maintenance Regulations.
282	21 in., Mark VII Torpedoes—Combined Fuel and Water Cut-off Valves—Modification to Air Plunger ... ..	(f)
283	Torpedo Stores (Home Fleet Flotilla Leaders) ... ..	(c) Naval Proportion Book.
284	Torpedoes and Stores—Washers, Compressed Asbestos Fibre, H.V. Seating, St. No. 3138A—Introduction ...	(c) Naval Proportion Book.
285	21 in. T.R.I. Torpedo Tubes—Distortion ... ..	(b) A.F.O. 1728/33.
286	<i>Issued Confidentially</i> ... ..	(d)
287	Chadburn Dual Control Searchlight Sights—Modifications ("Duncan," etc., Class) ... ..	(d)
288	Sounding Machines, Kelvin—Return of Empty Drums...	(d)
289	D/F Outfit, S.D., with Sensefinder, Pattern 1266, and Semi-circular Error Corrector, Pattern 1267 ... ..	(c) W/T Establishment.
290	Gyro-compass Transmitters, Patterns 1501 and 1504 ...	(d)
291	Slide Rules, Pattern 1523—Modification ... ..	(d)
292	Hydrometer for Checking Specific Gravity of Aviation Spirit and Petrol—Introduction ... ..	(d)
293	Schedule 22—Files ... ..	(d)

A.F.O.	Subject.	Disposal.
294	Officers' Mess Traps—New Pattern Plated Sugar Basins for Ward-room Messes ... ..	(c) B.R. 93.
295	Forms S.180, S.346, S.355 and S.356—Outstanding Returns for Quarter ended 31st December, 1932—REPORT ... ..	(a)
296	Warship Production Superintendent, Southern Area—Appointment ... ..	(a)
297	Admiralty Engineer Overseer at Works of Messrs. Yarrow & Co., Scotstoun, Glasgow—Appointment ...	(d)
298	Civilian Staffs—Appointments ... ..	(a)
299	Scientific, Technical and Chemical Pools—Promotion Procedure ... ..	(a)
300	The Clay Works Welfare Order, 1932 ... ..	(d)
301	Cruiser and Destroyer Flotilla to be Built by Contract under 1931 Programme—Supply of Naval Stores ...	(d)
302	Submarine Battery Components—Testing, Classification, and Valuation of Containers and Covers ... ..	(d)
303	Laminated Leather Belting—Provision of Sealed Patterns Labels, Manila—Adoption of Smaller Size ... ..	(d)
305	Dockyard Expense Accounts; Repayment Services—Charges for Cranes (Yards with Revised Accounting)	(c) D.A. 1737/29.
306	Dockyard Plant Accounts (D.713A) ... ..	(d)
307	<i>Issued Confidentially</i> ... ..	§
308	<i>Issued Confidentially</i> ... ..	
309	Recruiting Instructions—Amendment ... ..	
310	Training Service Regulations—Amendments ... ..	
311	B.R. 669—Amendments ... ..	
312	O.U. 5225—Amendments ... ..	
313	O.U. 5302—Amendments ... ..	
314	O.U. 5386/28—Amendment ... ..	
315	O.U. 5408/28—Amendment ... ..	
316	O.U. 5427—Amendments ... ..	
317	O.U. 5429/31—Amendment ... ..	
318	O.U. 5441—Amendment ... ..	
319	O.U. 6182/29—Amendment ... ..	
320	O.U. 6234—Amendments ... ..	
321	Form S.1151 (Revised November, 1930)—Register for Non-transferable Gun Mountings (using Water as Pressure Medium) ... ..	(f)
322	Naval Store Duties Instructions—Amendment ... ..	
323	Expense Accounts Instructions, Repayment Services, 1926—Amendments ... ..	
324	Instructions for the R.N. Hospitals and other Medical Establishments at Home and Abroad, 1927 ... ..	
325	Sloops, 1931 Programme—Allocation ... ..	
326	H.M.S. "Frobisher"—Administration ... ..	
327	Naval Liaison Officer, Port Said—Appointment ... ..	
328	<i>Issued Confidentially</i> ... ..	
329	Lott Naval Trust Efficiency Fund—Awards for Inventions ... ..	
330	Lott Naval Trust Efficiency Fund—Allocation of Amounts for 1933 ... ..	
331	New Zealand Division—Officers Required on Loan ... ..	(a)
332	Acting Sub-Lieutenants' Courses—REPORT ... ..	(f)
333	Professional Examination for Warrant Wardmaster, January, 1933—Result ... ..	(d)
334	<i>Cancelled</i> ... ..	Cancelled number.
335	Medal of the Order of the British Empire and Meritorious Service Medal—Conditions of Award ... ..	(f)
336	Regulating Branch Ratings in Sloops ... ..	(f)
337	Signal and Telegraphist Ratings—Examination for Advancement ... ..	(b) A.F.O. 119/34.
338	Royal Tournament, 1933 ... ..	(d)
339	Royal Tournament, 1933—Cadet Entries ... ..	(d)

A.F.O.	Subject.	Disposal.
340	Sports—Boxing and Athletic Fixtures, 1933 ... ..	(a)
341	R.N. and R.M. Golfing Society—Spring Fixture List, 1933	(a)
342	Breech Mechanisms, B.L. Guns—Modification to Vents, Axial, by cutting "Water Baffle"—REPORT ... ..	(d)
343	Q.F., 2-pdr., II Guns—Adjustment of Safety Pawls ... ..	(d)
344	Gun Mountings, 15 in.—Gun-sighting Periscope—Air and Water Window-cleaning Apparatus ("Royal Sovereign," etc.)—REPORTS ... ..	(b) New Order will be issued.
345	Fuzes, No. 118 and 230—Examination before Firing— REPORT ... ..	(f)
346	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 692/34.
347	<i>Issued Confidentially</i> ... ..	(f)
348	Torpedo Stores—Washers, Copper, Celluloid, Paper and Leather—Replacement by Fibre Washers ... ..	(d)
349	Semi-Permanent Beam Stops for Q.R. III* Torpedo Tubes ("Keith," etc.) ... ..	(f)
350	Capstan Engine Pressure Gauges ("Defender" Class) ...	(d)
351	W/T Transmitting Sets—Corrosion of Welded Aluminium Joints in certain Power Boards—REPORT ... ..	(d)
352	Foreign Ensigns—Allowance ... ..	(b) A.F.O. 466/33.
353	Wallets for Signal Flags ... ..	(d)
354	Submarine Indicator Buoys and Escape Hatches (Sub- marines and Dockyards concerned) ... ..	(d)
355	Governors, Pattern 317, for Walker's Logs—Fitting of Brass Hooks ... ..	(d)
356	Target Towing Gear—Allowance ... ..	(d)
357	Electric Cable, Pattern 7044A—Replacement by Pattern 7045A ... ..	(d)
358	Single-pole Switching—Introduction of New Types of S.P., D.P. and D.P.C.O. Switches (Ships and Naval Armament Depôts) ... ..	(b) A.F.O. 1091/34.
359	Bricks for Morgan Tilting Furnaces—Surplus (Dockyards, "Resource" and "Medway") ... ..	(d)
360	Photographic Papers ... ..	(d)
361	R.M. Clothing—Appointments, etc.—Issuing Price ...	(d)
362	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 848/33.
363	Magazine Logs and Form S.1147A—Hastening ... ..	(a)
364	Principal (Ship) Overseer for the Construction of China River Gunboat "Robin"—Appointment ... ..	(a)
365	H.M.S. "Ganges"—Address for Stores ... ..	(d)
366	Civilian Staffs—Appointments ... ..	(a)
367	Civilian Staffs—Vacancies ... ..	(a)
368	Diving—Exercising Dockyard Divers (Dockyards) ...	(c) Diving Manual.
369	Ships at "Extended Notice"—Reserves of Naval Stores	(c) O.U. 6234.
370	H.M. Ships being prepared for Sale—Boats ... ..	(f)
371	Boxes, Slide K, Marks I**, II* and III—Repair ... ..	(d)
372	Electric Cable, Patterns 2546-2571—Disposal (Yards, Home and Abroad)—REPORTS ... ..	(a)
373	Naval Stores, Subhead B.9—Future Returns of Certain Articles not to be taken on Ledger Charge ... ..	(b) A.F.O. 340/34.
374	<i>Issued Confidentially</i> ... ..	(d)
375	Naval History Essay Competition, 1932—Results ... ..	(a)
376	Specialist Officers—Appointment ... ..	(b) A.F.O. 752/33.
377	Commissioned Gunners, Commissioned Gunners (T) and Commissioned Boatswains—Retention beyond age of 50	(f)
378	Next-of-kin of Officers—Addresses, etc. ... ..	(c) K.R. & A.I.
379	Officiating Ministers of Religion—Methodist and United Board—Revised List ... ..	(a)
380	Commissioned Rank—Promotion from the Lower Deck...	(b) New Order will be issued.
381	Passenger Flights in British Service Aircraft by Naval and Royal Marine Personnel ... ..	(f)
382	Requests for Information in connection with Litigation ...	(c) O.U. 5225.
383	Fire Control Communications—Voicepipe to 3-in., H.A. Gun—Modifications ("Defender" Class) ... ..	(d)

A.F.O.	Subject.	Disposal.
384	B.L., 15-in., Reduced Charges—Over-ramming ... ..	(e)
385	<i>Issued Confidentially</i> ... ..	(f)
386	Tubes, V.S., Percussion, Large, Mark II, R.L., Lot 127, filled 21.9.17—Disposal ... ..	(d)
387	Diving Apparatus—Allowance ... ..	(c) Gunnery Establishment.
388	Gyroscopes for Torpedoes—Allocation ... ..	(b) A.F.O. 2687/33.
389	Torpedo Air Vessels—Prevention of Damage by Arcing of Temporary Electric Cables ... ..	(f)
390	Torpedo Tubes, 21-in., Q.R., III, III* and VI—Modifi- cation to Lever Securing Bolt of Rear Door ("Acasta," etc.) ... ..	(e)
391	Deflection Calculators—Modifications to Transmitter Gearing ("Queen Elizabeth," etc.)—REPORTS ... ..	(d)
392	Electric Cables—Protective Plating (H.M. Ships) ... ..	(d)
393	Boiler Tubes ("Diana") ... ..	(d)
394	W/T Equipment (R.F.A. Vessels) ... ..	(d)
395	W/T—Tuner Amplifier B.13—Introduction and Allocation ... ..	(d)
396	<i>Issued Confidentially</i> ... ..	(f)
397	Moving Coil Hydrophones (Types 703, 704 and 705) in Submarines—Replacement ... ..	(e)
398	Storing Arrangements (Reserve Minesweepers) ... ..	(b) A.F.O. 3066/29.
399	Cursors for Chernikef Log Distance Registers ... ..	(d)
400	Watch Bells, Patterns 9A and 12A—Deletion from the Authorised List of Naval Stores ... ..	(d)
401	Engine Room Exhaust Ventilating Trunks ("Defender," etc.) ... ..	(d)
402	Hatch Covers, Wood, to Holds of H.M. Ships ... ..	(f)
403	Acetylene Gas and Cylinders—REPORT ... ..	(d)
404	Dye Line Papers—REPORTS ... ..	(d)
405	Private Effects, non-entitled—Shipment ... ..	(d)
406	Pyjama Suits for Ratings—REPORT ... ..	(c) B.R. 93.
407	<i>Issued Confidentially</i> ... ..	(d)
408	Form S.255—Quarter Bills—Amendments ... ..	(d)
409	Form S.255—Quarter Bills—Amendments ("Defender," etc.) ... ..	(d)
410	Printed File Covers—REPORT ... ..	(a)
411	Admiralty General Messages ("A," "L" and "W" Messages) ... ..	(c) S.P. 02126 (2).
412	Admiralty Long Distance Telephone System and Phono- grams ... ..	(f)
413	Postagrams (P/G) ... ..	(f)
414	Principal (Ship) Overseers for the Construction of H.M. Ships "Phæton" and "Galatea"—Appointment ... ..	(a)
415	Engineer Overseer's Office at Works of Messrs. Palmer's S. & I. Co., Jarrow-on-Tyne ... ..	(d)
416	Civilian Staffs—Appointments ... ..	(a)
417	Civilian Staffs—Vacancy ... ..	(a)
418	Chargemen—Reckoning Service for Permanent List and Increase in Charge Pay ... ..	(c) B.R. 669 & O.U. 5225.
419	Assistant Examiner in the Patent Office, Board of Trade —Examination ... ..	(a)
420	Male Assistant Superintendent of Traffic (Class II) in the London Telephone Service, and Male Assistant Traffic Superintendent in the Provinces—Examinations ... ..	(a)
421	Merchant Service Quality Chain Cable ... ..	(f)
422	Charging Boards, Pattern 4827—Discontinuance of Purchase ... ..	(c) Sea Store Establishment.
423	Maintenance of Motor Vehicles—A.E.C. "5" Type Engines—Adjustment of Camshaft and Magneto Drive Chain ... ..	(d)
424	Air Reservoir Tubes—Disposal, etc. ... ..	(d)
425	Gauges for Hose Fittings ... ..	(c) Store Duties Instructions.
426	Oil Mineral for Recuperators—Supply ... ..	(d)

A.F.O.	Subject.	Disposal.
427	Schedule 159—Bar Steel for Machinery Purposes— Amendment ... ..	(d)
428	Distribution of Stationery—Classification of Cost ...	(d)
429	Dockyard Expense Accounts, Repayment Services— N.A.A.F.I. and Transport Companies (Yards with Revised Accounting) ... ..	(c) D.A. 1737/29.
430	Superannuation Forms (D.73)—Completion of Heading 12 for Individual Employees ... ..	(c) O.U. 5225.
431	Form D.448 (Submarines, Part I)—Rendering Instruc- tions for Naval Store Officers and Overseers ... ..	(c) O.U. 5332.
432	Home Commands—Limits ... ..	(f)
433	Consular Appointments ... ..	(d)
434	Meteorological Forecasts and Gale Warnings ... ..	(b) A.F.O. 453/34.
435	Weather Reports—Transmission by H.M. Ships ...	(f)
436	Trials of New Materials and Methods—Method of Rendering Reports ... ..	(b) New Order will be issued.
437	Fleet Air Arm—Fire on Aircraft—Precautions against ...	(f)
438	Air Work in Aircraft Carriers and Ships carrying Aircraft —Periodical REPORTS ... ..	(b) A.F.O. 308/34.
439	Fleet Air Arm—Kite W/T Aerials—Danger to Aircraft...	(b) New Order will be issued.
440	Flag Officers—Retirement for Non-Service ... ..	(a)
441	Eardley Howard-Crockett Prize (H.M.S. "Erebus") ...	(a)
442	<i>Issued Confidentially</i> ... ..	(f)
443	Seamanship Course for Candidates for Boatswain— Syllabus ... ..	(d)
444	Service Certificate—Insertion of Notation "(Tr.)" ...	(d)
445	Royal Fleet Reserve—Revised Conditions of Service and Gratuity ... ..	(c) R.F.R. Regulations.
446	Courses in Parachute Packing at the Home Aircraft Depôt, R.A.F., Henlow, Beds ... ..	(f)
447	Medal Ribbons ... ..	(f)
448	Dangerous Drugs Act and Dangerous Drugs (Consoli- dation) Regulations, 1928 ... ..	(f)
449	Fleet Messing Arrangements—Application of Zonal Rates of Allowances to Ships on Passage ... ..	(c) B.R. 93.
450	Baggage Agents—London and Liverpool ... ..	(d)
451	National Association for Employment of Regular Sailors, Soldiers, and Airmen ... ..	(d)
452	Guns—Q.F., 2 pdr., Mark I and II, or Mark VIII— Reports of Failures on Forms S.1148(h) ... ..	(e)
453	Range Clocks, Pattern 3778—Allowance ("Kent," etc.)	(c) Gunnery Establishment.
454	Gun Mountings, 15 in., Mark I and II—Shell Arrester Buffer—G.L. Cage ... ..	(c) O.U. 6005 and 6112.
455	Gun Mountings, 8 in., I, I*, II and II*—Non-return Valves in Drencher System (Ships, etc., concerned) ...	(d)
456	<i>Issued Confidentially</i> ... ..	(d)
457	Tubes, V.S., Percussion, Large, Mark II, G.K., Lot 243, filled R.L., 1.18—Withdrawal ... ..	(b) A.F.O. 1175/33
458	Torpedo Explosive Stores, etc., available on 31.3.1933— REPORT ... ..	(a)
459	Air Charges for use with 21 in., V, and 21 in., V A.T. Torpedoes, when running with Collision Heads ...	(c) C.B. 3019.
460	<i>Issued Confidentially</i> ... ..	(d)
461	Engines—Precaution when moving in Harbour ...	(c) R.F.A. Regulations.
462	W/T Type 51—Introduction ... ..	(d)
463	W/T Apparatus—Ships Paid Off into Dockyard Control for Large, or Re-tubing Refit ... ..	(f)
464	W/T Board, Valve, Test, for W/T Racks, Pattern 1310— Introduction and Allocation (New Construction Services)	(c) W/T Establishment.
465	W/T—Stores for Buzzer Instructional Purposes—Cessation of Supply (Flotilla Leaders and below) ... ..	(d)
466	Foreign Ensigns—Allowances ... ..	(c) Sea Store Establishment.
467	Submarine Refits—Tests of Tanks ("Swordfish," etc.) ...	(b) A.F.O. 543/34.



A.F.O.	Subject.	Disposal.
468	Davit and Jackstay Life Lines ... ..	(f)
469	Securing Chains to Hawsepipe Covers (Post War Leaders and Destroyers) ... ..	(b) A.F.O. 728/33.
470	Multicore Cables—Revision of Specification ... ..	(d)
471	Ammunition Hatch Outside Transmitting Station ("Defender" Class) ... ..	(d)
472	Steel Wire Hawesers, Slips, Shackles, Stoppers, etc. (Ships and Dockyards concerned)—REPORTS ... ..	(c) K.R. & A.I.
473	Towed Sleeve Targets—Precautions to Prevent Damage to Aircraft by Lightning ... ..	(f)
474	Aircraft Components Recently Doped—Dusting ... ..	(f)
475	Moored Floatplanes—Lashing of Controls ... ..	(f)
476	Esse-Vista Stoves fitted in Destroyers—Replacement of Conical Covers ... ..	(f)
477	Alterations and Additions—Policy and Revised Procedure (H.M. Ships refitting at Home while attached to Stations Abroad) ... ..	(c) K.R. & A.I., Art. 710.
478	Turbo Fans—Packing ... ..	(d)
479	Empty Spirit Casks ... ..	(c) B.R. 93.
480	Provision Issuing Prices : Messing, Victualling, General Mess, Provision, etc., Allowances—Half-yearly Revision	(a)
481	<i>Issued Confidentially</i> ... ..	(d)
482	B.R. 222—"Notes on W/T Sets"—Issue of New Pages	(d)
483	R.A.F. Stores—Return from H.M. Ships—Rendering of Form S.549 ... ..	(b) A.F.O. 673/33.
484	Private Telegrams—Transmission and Reception ... ..	(b) A.F.O. 391/34.
485	Mandai Oil Fuel Depot—Alteration of Name ... ..	(d)
486	Admiralty Engineer Overseer, Sheffield and Leeds District—Change of Appointment ... ..	(d)
487	Principal (Ship) Overseer for Construction of Submarines at Works of Messrs. Vickers-Armstrongs, Ltd., Barrow-in-Furness—Change of Appointment ... ..	(a)
488	Civilian Staffs—Appointments ... ..	(a)
489	Civilian Staffs—Vacancies ... ..	(a)
490	Third Grade Clerks Promoted from the "P" Class—Counting of Service for Superannuation ... ..	(e)
491	Baggage Agents—London and Liverpool ... ..	(d)
492	Carbon Twist Drills ... ..	(f)
493	Haulage of Rail Traffic, Devonport ... ..	(d)
494	Naval Stores, Subhead B.11—Future Returns of certain Stores not to be taken on Ledger Charge ... ..	(b) A.F.O. 451/34.
495	<i>Issued Confidentially</i> ... ..	(c) K.R. & A.I.
496	German Fishery Protection Vessels ... ..	(f)
497	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 1452/33.
498	<i>Issued Confidentially</i> ... ..	(f)
499	Long (T) Course—Officers Selected ... ..	(a)
500	Observers' Course—Officers Selected ... ..	(a)
501	Gun Mountings—Lieutenants (E) Appointed for Special Service ... ..	(f)
502	Dental Officers, R.N.—Income Tax Allowance on account of Annual Registration Fees ... ..	(f)
503	Naval and Royal Marine Personnel Serving at R.A.F. Stations—Discipline and Pay Accounts ... ..	(b) A.F.O. 180/34.
504	Officers and Men of the R.A.N. Serving in H.M. Ships and Establishments ... ..	(b) New Order will be issued.
505	Officers and Men of the New Zealand Naval Forces Serving in H.M. Ships and Establishments—Pay, etc., Arrangements and Rates of Pay and Allowances ... ..	(b) New Order will be issued.
506	Educational Examinations—Custody of Papers and Supervision of Examinations ... ..	(c) K.R. & A.I., Art. 376.
507	<i>Issued Confidentially</i> ... ..	(b) New Order will be issued.
508	Dutiable Stores—Shipment when Proceeding on Foreign Articles (R.F.A.s) ... ..	(f)

A.F.O.	Subject.	Disposal.
509	Music—Supply to H.M. Ships ... ..	(b) A.F.O. 578/34.
510	Trustee Savings Banks ... ..	(d)
511	Royal Life Saving Society—King's Cup ... ..	(a)
512	Sports—R.N. and R.M. Rackets Challenge Cup (Singles), Home ... ..	(a)
513	<i>Issued Confidentially</i> ... ..	(d)
514	Director Firing Gear—Pedal Operated Firing Gear— Clearance between D.C.O. Pistol and Operating Lever ("Kempenfelt," etc.) ... ..	(b) A.F.O. 2846/33.
515	Breech Mechanisms, B.L., 6 in., XII, XIIA, XIIB, XXII and XXII*—Repair to Vents, Axial, Marks I, I* and II	(d)
516	Guns, Q.F., 2 pdr., Mark VIII—Securing Recoil Plates to Barrel ... ..	(d)
517	<i>Issued Confidentially</i> ... ..	(b) A.F.O. 2531/33.
518	Q.F., 3 in., 20 cwt. Star Shell—Defective Parachute Wires ... ..	(f)
519	Ammunition Available on H.M. Ships—Suspension of Reports ... ..	(a)
520	Cordite—Landing—Destruction ... ..	(d)
521	Rangefinder Window Cleaning Gear—Purpose for which fitted—Chamois Leather not to be used (Battleships, etc.)—REPORTS ... ..	(c) R.F. Handbook.
522	<i>Issued Confidentially</i> ... ..	(f)
523	21 in., Mark IV*S, S.O., and S.X. Torpedoes—Modifica- tions to Engine Pump ... ..	(d)
524	Torpedo Warheads—Care and Maintenance—Marking of Point of Balance ... ..	(d)
525	<i>Issued Confidentially</i> ... ..	(f)
526	Minesweeping Winches—Modification (Sloops "Hastings" and later) ... ..	(d)
527	Catapults, S.I.H., E.I.H., and E.II.H (1) to (8)—Tail Slings ... ..	(d)
528	High Speed Turbo-driven Machinery—Harding's Im- proved Type Counters ... ..	(c) Sea Store Establishment.
529	W/T and V/S—Signal Halyards and Spurs (Capital Ships and Cruisers) ... ..	(d)
530	Semaphore, Pattern 1387A ... ..	(c) Sea Store Establishment.
531	Magnetic Compass Establishments ... ..	(d)
532	Cable, Electric, Flexible, Rubber-insulated, Oil-proof Taped and Fire-resiting, Braided—Introduction ... ..	(d)
533	Boats' Slings—Annual Tests and Replacements ... ..	(f)
534	Tecalemit Lubricating Fittings ... ..	(e)
535	Stauffer's "C" Grade Lubricant—Containers ... ..	(d)
536	Awning Curtains ... ..	(d)
537	Dolphins for Admirals' Barges ... ..	(d)
538	"Bacchus"—Light Dues ... ..	(d)
539	B.R. 37 (Revised) ... ..	(d)
540	B.R. 95—Infantry Training, Vol. I—Addition to S.123...	(d)
541	Storage of Petrol and Paraffin—Issue of Revised Pamphlet	(d)
542	Form S.1148(d)—Revision ... ..	(d)
543	Form S.1153—Introduction ... ..	(d)
544	O.U. 6090(N)—Revised Page 1 of Range Table, No. 177, for Q.F., 6 pdr. Gun ... ..	(d)
545	Government Telegraph Code—Use of "Navy only" Groups ... ..	(a)
546	Registered Packets received in H.M. Ships—Procedure ... ..	(f)
547	Civilian Staffs—Appointments ... ..	(a)
548	Executive Group—Open Competitive Examination ... ..	(a)
549	Ballistic Assistant, Naval Ordnance Department. Admiralty—Vacancy ... ..	(a)
550	Voluntary Deductions from Weekly Wages of Industrial, etc., Staffs ... ..	(d)
551	Motor Transport—Passengers and/or Mates in Drivers' Cabs ... ..	(c) M.T. Regulations.

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552	Surveying Vessels—Probable Future Lives ... ..	(d)
553	Telescopes, Aldis Ring Sight—Repairs (all Dockyards and G.M.O., Manchester) ... ..	(f)
554	Cable, Electric, Paper-insulated, for Electric Light and Power Circuits—New Specification ... ..	(d)
555	Sectional Steel Bookcases—Provision for Ships of 1931 New Construction Programme ... ..	(d)
556	Spruce and Fir Deals (Home Yards)—REPORTS ...	(d)
557	T.G. 29—Specification for Hemp Ropes—White and Tarred—Amendment No. 1 ... ..	(d)
558	<i>Issued Confidentially</i> ... ..	} §
559	<i>Issued Confidentially</i> ... ..	
560	<i>Issued Confidentially</i> ... ..	
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563	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 1616/33.
564	Vocational Training Instructions, 1928—Amendments ...	} §
565	B.R. 209—Amendment ... ..	
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567	O.U. 5225—Amendment ... ..	
568	O.U. 5386—Amendments ... ..	
569	O.U. 5408/28—Amendment ... ..	
570	O.U. 5424/30—Amendments ... ..	
571	O.U. 5426/32—Amendments ... ..	
572	O.U. 5429/31—Amendments ... ..	
573	O.U. 5441/32—Amendments ... ..	
574	O.U. 6005—Amendments ... ..	} §
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576	O.U. 6090(J)—Amendments ... ..	
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578	O.U. 6234—Amendments ... ..	
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580	Regulations for H.M. Naval Yards Abroad—Amendment	
581	Sailing Orders for H.M. Ships ... ..	(b) A.F.O. 2017/33.
582	Sea Trials, etc., of New Ships—Notification to Local Authorities ... ..	(c) O.U. 5332.
583	<i>Issued Confidentially</i> ... ..	(d)
584	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 2360/33.
585	Interpreter—Examination, June, 1933 ... ..	(a)
586	Foreign Languages—Result of Annual Examination, 1932 ... ..	(a)
587	Special Entry and Paymaster Cadetships in the R.N. and First Appointments in the R.M.—Vacancies ...	(a)
588	Eyesight—Ratings Transferred on account of Defective Colour Vision ... ..	(d)
589	Assistant Cooks and Assistant Stewards (C.S.)—Accelerated Advancement ... ..	(c) K.R. & A.I.
590	Naval Ratings—Conditions of Service, etc. ... ..	(f)
591	N.A.A.F.I. Canteens—Purchase of Goods on Credit and Borrowing of Money by Naval Personnel ... ..	(d)
592	Colonial Allowances for Officers Serving on Shore Abroad—REPORTS ... ..	(f)
593	Travelling Concessions ... ..	(b) A.F.O. 2758/33.
594	Admiralty Surgeon and Agent (Bandeath R.N. Armament Depot) ... ..	(c) Navy List.
595	Sports—R.N. and R.M. Boxing Association ... ..	(a)
596	Director Firing Gear—Pom-Pom Directors, Mark I—Conversion to Mark I* ("Nelson," etc.)—REPORT	(d)
597	Admiralty Fire Control Clocks—Replacement of Motor Couplings ... ..	(d)
598	Guns, Machine, Vickers, 303 in., Steam Condenser—Conversion of Tube ... ..	(d)
599	<i>Issued Confidentially</i> ... ..	(f)

A.F.O.	Subject.	Disposal.
600	Gun Mountings, 8 in.—Examination of Turret Roller Paths ("Kent," etc.)—REPORTS ... ..	(a)
601	Gun Mountings, 8 in., I and I*—Pawl Operating Gear of Shell Hoists (Ships, etc.)—REPORT ... ..	(d)
602	Shell—Care Required to Prevent Rusting ... ..	(d)
603	<i>Issued Confidentially</i> ... ..	(d)
604	Torpedo Appropriation ("Hood" and "Repulse") ... ..	(c) C.B. 1771.
605	Final Electrical Trials of H.M. Ships ... ..	(f)
606	Adaptor, Pattern 8676, for use with Tapped Filament Lamps in Steaming and Bow Lights, Patterns 8144 and 8147 (Submarines) ... ..	(b) A.F.O. 1942/33.
607	Star Globes, Pattern 604—Allowance (Submarines) ... ..	(d)
608	Condenser Tube Packing—Compressed Asbestos Fibre Gromets—REPORTS ... ..	(d)
609	<i>Issued Confidentially</i> ... ..	(b) New Order will be issued.
610	W/T Amplifier, M.9—Failure of Choke Coils ("Nelson," etc.)—REPORTS ... ..	(d)
611	W/T—Intermediate Tuned Link Circuit for Wavemeter—Insufficient Pick-up on certain Frequencies—REPORT ... ..	(f)
612	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 372/34.
613	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 373/34.
614	<i>Issued Confidentially</i> ... ..	(d)
615	Asdics—Preparation of Vessels for Reserve Fleet ... ..	(b) A.F.O. 375/34.
616	Brushes, Carbon, Pattern 9856—Introduction ... ..	(d)
617	Re-engined, 20-ft., 6-knot Motor Boats—Ballast and Maximum Number of Men to be Carried ... ..	(f)
618	Bismark Brown and Spirit Black—Supply ... ..	(d)
619	Stoves, Warming and Cooking ... ..	(f)
620	Bullet-proof Plating—Welding of Studs ... ..	(f)
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623	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 848/33.
624	Libraries, Officers' Reference—"Jane's Fighting Ships" and "All the World's Aircraft" ... ..	(a)
625	Fleet Air Arm—R.N. and R.M. Pilots temporarily appointed to General Service or Corps Duty—Medical History Documents ... ..	(f)
626	Form M.15 H.S.—Revision ... ..	(d)
627	Form M.44—Abolition ... ..	(d)
628	Form M.174—Reprint ... ..	(d)
628	O.U. 6090 (B)—H.A. Range Table, No. 331, and Trajectory Chart O.C. 55 for Q.F., 4.7 in., Mark VIII Gun—Issue ... ..	(d)
629	Form S.1148(f)—Method of Computing Rate of Fire—Amendment ... ..	(c) Form amended.
630	Postal Regulations applicable to H.M. Naval Service ... ..	(f)
631	Remittances—Use of Ship's W/T in Emergency ... ..	(b) A.F.O. 391/34.
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635	Ballistics—Lists of Current Range Tables, Fuze Scales, etc. ... ..	(b) A.F.O. 172/34.
636	<i>Issued Confidentially</i> ... ..	(c) C.A.F.O. 869/34.
637	Naval Stations—Limits ... ..	(f)
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639	Chaplain of the Fleet—Appointment ... ..	(c) Navy List.
640	Engineer Officers—Turning over Machinery on Super-session ... ..	(c) K.R. & A.I.
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651	Ammunition Packages—Corrosion ... ..	(f)
652	Rangefinders, "Cotton" Type—Allocation ... ..	(d)
653	Torpedo Appropriation ("Despatch" and "Curacoa")	(c) C.B. 1771.
654	Blowing Heads—Strengthened Pattern Dashpot Plunger Lamps, Indicating, Patt. Nos. 9823 and 9824—Abolition of Patt. 9824 ... ..	(d)
656	Babcock and Wilcox Feed Water Regulators—Bronze Balls ... ..	(d)
657	Boiler Tubes ("Cygnet" and "Crescent") ... ..	(d)
658	Boiler Tubes ("Delight") ... ..	(d)
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660	W/T—Types 33 and 34—Increase of Frequency Range—Modifications ... ..	(b) A.F.O. 542/34.
661	W/T—Type 51 Hx (originally Type 52)—Modification ("Duncan," etc., Class) ... ..	(d)
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667	B.R. 60—The Royal Fleet Reserve and How to Join it—Revision ... ..	(d)
668	B.R. 127—Amendment No. 1 ... ..	(a)
669	Aircraft Torpedoes—Quarterly Return of Dropping (Aircraft Carriers with T/B Flights) ... ..	(d)
670	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
671	O.U. 5426/32—Gun Drill for 2 pdr., VIII, Guns on "M," Mark V Mounting ... ..	(d)
672	O.U. 6209—Book of Salvage Craft, Yard Craft, Salvage Plant, etc. ... ..	(a)
673	R.A.F. Stores—Return from H.M. Ships—Rendering of Form S.549 ... ..	(d)
674	Form S.1167—Combined Analysis Form for Submarine Attacks—Institution ... ..	(b) A.F.O. 796/33.
675	Telephone Conversations—Privacy ... ..	(b) A.F.O. 412/33.
676	Admiralty Overseer and Assistant Electrical Engineer, R.N. Camp, Diyatalawa, or W/T Station, Matara—Address for Stores ... ..	(d)
677	Principal (Ship) Overseer for Construction of H.M. Ships "Dainty" and "Delight"—Address ... ..	(a)
678	Office of Principal (Ship) Overseer at Messrs. Palmer's Shipbuilding and Iron Works, Jarrow-on-Tyne—Closing ... ..	(a)
679	London Division, R.N.V.R.—Address of Temporary Headquarters during Refit of "President" ... ..	(b) A.F.O. 1304/33.
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683	Electric Table Fans—Disposal of Condemned Fans— REPORT ... ..	(c) Store Duties Instructions
684	Monthly Return D.22A—Dates of Transmission (Home and Foreign Yards) ... ..	(a)
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686	New Steel Dumb Lighters for Armament Supply Depart- ment ... ..	(d)
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692	Examination for Warrant Engineers and Warrant Mechanicians—Syllabus ... ..	(c) K.R. & A.I.
693	Syllabuses Issued during 1932—Supply of Copies ...	(b) A.F.O. 623/34.
694	Duty to go Aloft ... ..	(d)
695	Higher Educational Test Certificates—Additional Subjects	(f)
696	Stokers, 1st Class—Advancement to Leading Stoker— Institution of Roster System ... ..	(c) K.R. & A.I.
697	<i>Issued Confidentially</i> ... ..	(f)
698	Adjustment of Conditions of Pension after Re-engagement —Non-continuous Service Stewards and Officers’ Cooks whose qualifying Service is in excess of 22 years	(c) Navy List Appendix.
699	Chinese Ratings—Supplementary Allowance to meet Extra Cost of Victualling in Ships on Passage to and from England ... ..	(b) A.F.O. 2252/31.
700	Military Rifle Ranges—Use by Royal Navy and Royal Marines—REPORT ... ..	(f)
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	National Anthem—Method of Playing ... ..	
701		(c) General Standing Orders, R.M.
702	Musical Reception of H.M. The King of Denmark and Members of the Danish Royal Family ... ..	(b) A.F.O. 2605/33.
703	Naval Canteens—Arrangements for 46th Meeting of the Headquarters Naval Canteen Committee ... ..	(a)
704	“Tecalemit” Sprayers for Lubrication of Admiralty Fire Control Tables and Clocks—Standardisation ... ..	(c) Sea Store Establishment.
705	<i>Issued Confidentially</i> ... ..	(d)
706	Ballistics—List of Current Range Tables, etc. ... ..	(b) A.F.O. 172/34.
707	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 827/34.
708	Gun Mountings, 8 in., Marks I, I*, II and II*—Cordite Hoists—Fitting of Special Flexible Steel Wire Ropes (Ships and Yards concerned) ... ..	(b) A.F.O. 2772/33.
709	Gun Mountings, 8 in., Marks I and I*—Cordite Hoists— Extensions to Cams operating Flash Doors on Cages (“Kent” etc.)—REPORTS ... ..	(d)
709a	Gun Mountings, 6 in., P.XIII*—Gun Ready Lamp Contacts for Interceptors—REPORTS ... ..	(d)
710	Projectiles, Practice, 4 in., Weighted—Precautions when Firing at Short Ranges ... ..	(b) A.F.O. 2664/32
711	Pyrotechnic and other Stores for Signalling Purposes (R.F.A.’s, Yard Craft, etc.) ... ..	(f)
712	Binoculars, Pattern 1904, for use in H.A.C.S. Director Towers—Issue of New Pattern Eye Pieces ... ..	(d)
713	Torpedo Control Communication (“Codrington,” etc.) ...	(b) A.F.O. 141/34.
714	Submerged Torpedo Tubes—External Gyro Angling Gear —Fitting of Tension Spring (“Hood,” etc.) ... ..	(f)
715	Chernikeef Logs (Surface Vessels and Submarines)— REPORTS ... ..	(d)

A.F.O.	Subject.	Disposal.
716	Chest, Tool and Spare Gear, for Gyroscopes—Alterations	(c) Naval Proportion Book.
717	Spanners, St. No. 1377—Withdrawal from Tool Chests ...	(b) A.F.O. 1455/33.
718	<i>Issued Confidentially</i> ... ..	(c) C.B. 1855.
719	Forced Lubrication Systems—Use of Centrifugal Separators ... ..	(c) B.R. 16, Art. 78.
720	<i>Issued Confidentially</i> ... ..	(f)
721	W/T—Introduction of Terminal Aerial Screw-grip, Pattern 1814, and Terminal Aerial Soldered Joint, Pattern 1815, for use with Conductor Central, Pattern 7458 (Ships fitted with Deck Insulators, Group M or N)	(d)
722	W/T—Type 43 ... ..	(d)
723	W/T—Type 71—Removal (Ships and Yards concerned)...	(f)
724	W/T—Rubber Insulated Aerial Wire for D/F Outfit SD—Introduction and Allocation, Pattern 1313 ... ..	(c) W/T Establishment.
725	D.S.E.A.—Provision for Additional Personnel on board Submarines during Sea Trials ... ..	(f)
726	<i>Issued Confidentially</i> ... ..	(d)
727	Submarine Battery Tanks—Use of Marine Pitch Glue for securing Gummite or Lorival Sheets ... ..	(d)
728	Securing Chains to Navel Pipe Covers (Post-War Leaders and Destroyers) ... ..	(d)
729	Domestic Automatic Refrigerators—Transfer ... ..	(d)
730	Chemical Tubes for Sounding Machines—Shipping ... ..	(d)
731	Ice Cabinets—Trials ... ..	(d)
732	Petrol Hoses—Connections and Adaptors—Modification	(d)
733	Bread—"Rope" Disease ... ..	(c) B.R. 93.
734	<i>Issued Confidentially</i> ... ..	(d)
735	Libraries, Officers' Unit—Inclusion of "The Sailor's Nelson" ... ..	(d)
736	Forms S.355, 356, 356A and 356B—Boiler Reports—Rendering in Duplicate ... ..	(d)
737	Principal (Ship) Overseers—Appointments ... ..	(a)
738	Civilian Staffs—Appointments ... ..	(a)
739	Civilian Staffs—Vacancy ... ..	(a)
740	Civil Staff—Half-yearly Return ... ..	(a)
741	Civil Staff—Half-yearly Return ... ..	(a)
742	Nitric Acid Process of Cleaning, etc.—Employment of Yard Boys ... ..	(c) O.U. 5225 & B.R. 669.
743	Women Industrial Workpeople—Wages ... ..	(d)
744	Surplus Gunmetal Quills, etc.—REPORTS ... ..	(d)
745	Boats and Life Floats to be Delivered Direct to Ship-builders' Works ... ..	(d)
746	Coal, Coke and Oil Fuel for Dockyard Services—Financial Year, 1933 ... ..	(a)
747	Reserve Fleet—Preparation of Vessels about to Join ...	(b) New Order will be issued.
748	Director of Navy Accounts—Appointment ... ..	(a)
749	Ronald Megaw Memorial Prize—Award for 1931–32 ...	(a)
750	Thomas Gray Memorial Trust—Prizes for 1933 ... ..	(a)
751	Henry Leigh Carlsake Prize, 1934—Subject of Essay ...	(a)
752	Specialist and Submarine Officers—General Service Experience ... ..	(f)
753	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 442/33.
754	Harwich Force Reunion Dinner, 1933 ... ..	(a)
755	Oundle School—Scholarships for Sons of Officers ...	(d)
756	Navy Weeks, 1932 ... ..	(a)
757	Adjustment of Pay after Re-engagement—Notation, etc.	(d)
758	R.N. Shore Signal Service—Rates of Discharge Gratuities and Conditions Governing their Award to future Entrants, etc. ... ..	(b) New Order will be issued.
759	Post Office Savings Bank (Naval Savings Section)—Opening of Accounts by Mutual Benefit Societies, etc.	(c) K.R. & A.I.
760	Smallpox—Leave Restrictions ... ..	(b) A.F.O. 1445/33.
761	Admiralty Surgeon and Agent (Anderton) ... ..	(c) Navy List.

A.F.O.	Subject.	Disposal.
762	Breadmaking Competition, Home Fleet, 1933—Results	(d)
763	Sports—R.N. and R.M. Lawn Tennis Association ...	(a)
764	Sports—R.N. and R.M. Rackets and Squash Rackets Association ... ..	(a)
765	Sports—R.N. and R.M. Rugby Union ... ..	(a)
766	H.A.C.S. Calculating Tables, Mark II—Provision of Spare Parts ... ..	(c) Electrical and Torpedo Establishments.
767	<i>Issued Confidentially</i> ... ..	(b) Litho amended.
768	Gun Mountings, 3·7-in. Howitzer, Mark I—Elevating Arcs—REPORTS ... ..	(f)
769	4·7 in. C.P. XIV Mountings—Hauling Back Arrangements ("Keith," etc., Classes) ... ..	(d)
770	Gun Mountings, 16 in., Mark I—Triple Cordite Hoists ("Nelson") ... ..	(f)
771	Ballistics—Lists of Current Range Tables, Fuze Scales, etc.	(b) A.F.O. 172/34.
772	Range Tables, Fuze Scales, etc.—Revised Established Allowances ... ..	(b) A.F.O. 172/34.
773	Pumps for Fire Service, etc.—Additional 50-ton Pump ("Kent," etc.) ... ..	(f)
774	Torpedoes—Oil Catcher for Use when Blowing Through	(f)
775	Torpedoes, 24½ in. and 21 in., Marks VII, VIII and IX—Lanoline as a Preservative ... ..	(d)
776	21 in., Mark IX Blowing and Collision Heads—Modification to D. and R. Recorders ... ..	(f)
777	Submarine Torpedo Tubes—Depth-adjusting Spindles (all Submarines fitted with External Depth-setting Gear)—REPORT ... ..	(d)
778	Boiler Tubes ("Decoy") ... ..	(d)
779	W/T Kites—Stowage, etc. ... ..	(d)
780	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 373/34.
781	Pulling and Sailing Boats—Exchange of English and Malta Built Boats ... ..	(d)
782	Wicks for Lamps and Lanterns—New Patterns, etc. ...	(d)
783	Messes—Fitting of Padded Back Rests (Post-War Leaders, etc.) ... ..	(d)
784	Davis Submerged Escape Apparatus—Additional Spare Parts ... ..	(d)
785	Stocktakings in Centrally Stored Ships—Valuation of differences in Consumable Stores ... ..	(c) B.R. 4.
786	Buckets, Hand, Galvanised, Patterns 5A and 5B (Ships Centrally Stored) ... ..	(d)
787	Bread Contracts ... ..	(a)
788	Officers' Mess Traps—Replacement Allowances for 1933	(d)
789	Officers' Mess Traps—Values of Scales of Table Cloths, 1933 ... ..	(d)
790	Officers' Mess Traps—Replacement Allowances for 1933 (Flotilla Leaders, etc.) ... ..	(d)
791	Officers' Mess Traps—Replacement Allowances for 1933 (H.M. Submarines) ... ..	(d)
792	Earthenware, Glass, and Starred Articles allowed to C.P.O.s' and P.O.s' Messes—Replacement ... ..	(d)
793	A.F.Os.—Change in Day of Issue ... ..	(b) General Instructions to A.F.O. Volume.
794	Signal Logs—Introduction of New System ... ..	(d)
795	O.U. 6090 (U)—Range Tables for 16 in. Guns ... ..	(d)
796	Form S.1167—Combined Analysis of Submarine Attacks—Institution ... ..	(d)
797	Principal (Ship) Overseer for the Construction of H.M. Ships "Harrier" and "Hussar" ... ..	(a)
798	Civilian Staffs—Appointments ... ..	(a)
799	Civilian Staffs—Vacancy ... ..	(a)
800	Men Working with Glass Wool—Allowance ... ..	(c) B.R. 669.



A.F.O.	Subject.	Disposal.
801	H.P. Air Cylinders—Disposal of Surplus Stocks (Dock-yards) ... ..	(f)
802	Acetylene Flashing Lanterns and Cylinders ... ..	(d)
803	India Store Department—Packing Cases, etc., for Naval Stores ... ..	(d)
804	Principal Overseer (Yard Machinery) Southern District—Permanent Address ... ..	(d)
805	Form D.237a—Reporting completion of Alterations, etc.—To be rendered in duplicate ... ..	(d)
806	Form D.382—To be sent direct to Shipping Yards ... ..	(d)
807	L.F.N.O., North Sea ... ..	(d)
808	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 498/33.
809	<i>Issued Confidentially</i> ... ..	(d)
810	Goodenough Memorial Prize, 1932 ... ..	(a)
811	Commodores, R.N.R. and R.N.V.R. ... ..	(c) B.R. 62 and B.R. 65.
812	Aden Field Force, 1915–20—15th Annual Dinner ... ..	(a)
813	Royal Canadian Navy—Officers and Men Serving in H.M. Ships and Establishments ... ..	(f)
814	Officiating Ministers of Religion—Methodist and United Board—Amendment to Revised List ... ..	(a)
815	E.A. Plant—Training of Engine Room Ratings and Notation on Service Certificates ... ..	(c) K.R. & A.I., & B.R. 14.
816	Vocational Training—Allocation of Admiralty Grant for the Financial Year, 1933 ... ..	(d)
817	Navy, Army, and Air Force Institutes—Lower Deck Representative for Home Fleet ... ..	(d)
818	National Savings Certificates—System of Supply and Accounting ... ..	(f)
819	Benefit Match at Mount Wise, for Harry Ashton, Groundsman ... ..	(a)
820	Guns—Lubricants for Mechanisms—REPORTS ... ..	(a)
821	Gun Breech Mechanisms—Breech Blocks, Q.F. 4.7 in., VIII, IX, C and D IX* Guns—Recessing Holes for Preserving Screws ... ..	(d)
822	Gun Breech Mechanisms—Locks, Electric, E.H., Mark I (B.L. 8 in., VIII–VIII* Guns)—Modification ... ..	(d)
823	Visual Range Dials for Concentration—Abolition ... ..	(b) A.F.O. 413/34.
824	Gun Mountings, 8 in., Marks I and I*—Tilting Trays—Extension Stops for Covers ('Kent,' etc.) ... ..	(d)
825	Cordite—Landing—Destruction ... ..	(d)
826	Telephone Equipment for Divers—Spare Parts ... ..	(b) A.F.O. 2979/33.
827	Torpedoes, 18 in., Mark VIII F.A.A.—Removal of A.A.R. Fins ... ..	(f)
828	Torpedo Stores—Gags, St. No. 155A ... ..	(c) Naval Proportion Book.
829	Submerged Torpedo Tubes—External Gyro Angling Gear—Fitting of Tension Spring ('Hood,' etc.) ... ..	(b) A.F.O. 714/33.
830	Snatch Blocks, Pattern 8821—Modification (Destroyers fitted with T.S.D.S., etc.) ... ..	(d)
831	Electrical Batteries—Removal (Submarines) ... ..	(f)
832	T.S.D.S.—Supply of Compound Wires for Trial ('Crusader,' etc.)—REPORTS ... ..	(e)
833	<i>Issued Confidentially</i> ... ..	(d)
834	<i>Issued Confidentially</i> ... ..	(d)
835	Mast Anemometers and Wind Speed Indicators (Catapult Ships)—REPORT ... ..	(d)
836	<i>Issued Confidentially</i> ... ..	(d)
837	Extempore High Frequency Transmitting and Receiving W/T Sets—REPORTS ... ..	(b) A.F.O. 2037/33.
838	W/T—Receiver Outfits CMb and CMc—Alteration to Position of Heterodyne Unit K5 ('Acasta,' etc.) ... ..	(c) Specification.
839	W/T Type 43—Introduction and Supply of Stabiliser 4G, Pattern 1160. ... ..	(d)
840	W/T Type 43—Stabiliser 4G, Pattern 1160—Defective Crystals, Patterns 1065/6/7/8—REPORT ... ..	(a)

A.F.O.	Subject.	Disposal.
841	Microphone for Echo-Sounding and Hydrophone Installations ... ..	(b) A.F.O. 251/34.
842	Telescopes, Pattern 332A—Allowance (Flotilla Leaders of Home Fleet) ... ..	(d)
843	Breathing Apparatus, Pattern 230—Introduction ... ..	(d)
844	Swinden's Patent Revolving Head Vices—Introduction ("Oberon," etc., Class Submarines) ... ..	(c) Submarine Establishment
845	Vegetable Contracts ... ..	(a)
846	Badges for X-ray Assistants ... ..	(d)
847	Victualling of Canteen Staffs in H.M. Ships on General Messing System—Recovery of Cost ... ..	(c) K.R. & A.I.
848	<i>Issued Confidentially</i> ... ..	(d)
849	Magazine Logs—Hastening ... ..	(a)
850	B.R. 16—Engineering Manual—New Edition ... ..	(d)
851	B.R. 677 (1)—Instructions for Naval Hospitals, 1927—Addendum No. 1 (1932) ... ..	(d)
852	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
853	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
854	Meteorological Log (H.243)—Outstanding REPORTS ... ..	(a)
855	Form S.255—Quarter Bills—Amendments (Leaders, etc.) ... ..	(d)
856	Form S.1246K—Cook Rating's History Sheet ... ..	(d)
857	O.U. 6178—Handbook of Signalling Equipment—Issue of New Sections ... ..	(d)
858	Senior Officer, Reserve Fleet, The Nore—Address ... ..	(a)
859	Civilian Staffs—Appointment ... ..	(a)
860	Cleaners, Caretakers, etc., in Outstation Offices—Rates of Pay—REPORT ... ..	(d)
861	W/T Motor Alternators, Pattern 7100—Repair—REPORT ... ..	(d)
862	Pneumatic Tyres—Valve Tools ... ..	(d)
863	Ships disposed of by Sale—Stores to be supplied to Purchasers ... ..	(c) Store Duties Instructions and Professional Officers' Instructions.
864	Scoops, Beechwood, Pattern 50B—Disposal ... ..	(d)
865	R.A.F. Consignment Notes—Use ... ..	(d)
866	Revised Accounting—Dates of the Four Weekly Accounting Periods in 1933-34 ... ..	(a)
867	Naval Stores, Subhead B.8—Future Returns of certain Articles not to be taken on Ledger Charge ... ..	(b) A.F.O. 652/34.
868	Subhead B, Item 9—Obsolete Articles ... ..	(d)
869	<i>Issued Confidentially</i> ... ..	} §
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871	<i>Issued Confidentially</i> ... ..	
872	<i>Issued Confidentially</i> ... ..	
873	<i>Issued Confidentially</i> ... ..	
874	Recruiting Instructions—Amendment ... ..	
875	Drafting Regulations—Amendments ... ..	
876	National Anthems, Salutes and Official Marches Book ... ..	
877	Naval Ceremonial Music Card ... ..	
878	B.R. 16—Engineering Manual—Amendments ... ..	
879	B.R. 93—Manual of Victualling—Amendments ... ..	
880	B.R. 204/31—Gun Drill for 4 in. Q.F. Semi-automatic Guns—Amendments ... ..	
881	B.R. 205/28—Drill for 4 in. Q.F., Mark XII Gun on S.I Mounting—Amendment ... ..	
882	B.R. 208/28—Drill for 3 pdr. and 6 pdr. Hotchkiss Guns—Amendment ... ..	
883	B.R. 209—Drill for 2 pdr. Pom-pom Gun, 1928—Amendments ... ..	
884	B.R. 225/32—Gun Mounting Store Duties Instructions—Amendments ... ..	
885	B.R. 309—Echo-sounding Gear, Type 752—Amendment ... ..	

A.F.O.	Subject.	Disposal.
886	B.R. 669—Instructions for the Conduct of Cash Duties—Amendments ... ..	
887	B.R. 696—Torpedo and Electrical Stores—Amendments ... ..	
888	O.U. 5225—Home Dockyard Regulations—Amendments ... ..	
889	O.U. 5332—Procedure for Supervision of Ships, etc., Building and Completing at Contractors' Yards—Amendment ... ..	
890	O.U. 5377/32—Gun Drill for 4·7 in. Q.F., VIII Gun on Mark XII H.A. Mounting—Amendments ... ..	
891	O.U. 5408/28—Naval Magazine and Explosives Regulations—Amendments ... ..	
892	O.U. 5420/33—Rate Book of Victualling and Royal Marine Stores—Amendments ... ..	
893	O.U. 5424/30—Turret Gun Drill for 8 in. B.L. Guns on Twin, Marks II and II*, Mountings—Amendment ... ..	
894	O.U. 5426/32—Gun Drill for 2 pdr., Mark VIII Guns on "M" Mark V Mountings—Amendment ... ..	
895	O.U. 6005—Handbook for 15 in., Mark I and I* Mountings—Amendment ... ..	
896	O.U. 6090 (A) (1)—Notes on Ballistics, 1928—Amendments ... ..	
897	O.U. 6090 (F)—Range Table for 13·5 in. Guns—Amendment ... ..	§
898	O.U. 6090 (J)—Range Tables for 6 in. Guns—Amendments ... ..	
899	O.U. 6112—Handbook for 15 in., Mark II Mountings—Amendment ... ..	
900	O.U. 6146/26—Instructions for Torpedo, Depth Charge, Mine Paravane and Minesweeping Trials—Amendment ... ..	
901	O.U. 6172/28—Handbook for 4·7 in. Q.F. Gun, Mark VIII, on H.A. XII Mounting—Amendments ... ..	
902	O.U. 6234—Reserves of Naval Stores to be maintained at H.M. Dockyards at Home—Amendments ... ..	
903	Rail Transport Regulations (N.S. 6524/32)—Amendments ... ..	
904	Professional Officers' Instructions—Amendments ... ..	
905	Naval Stores Duties Instructions—Amendments... ..	
906	Regulations for H.M. Naval Yards Abroad—Amendments ... ..	
907	Expense Accounts Instructions, Repayment Services, 1926—Amendments ... ..	
908	Furniture Regulations—Amendments ... ..	
909	Instructions for the R.N. Hospitals and other Medical Establishments at Home and Abroad, 1927—Amendments ... ..	
910	Ships' Bells for Disposal ... ..	(a)
911	Saluting Stations—British and Foreign Ports ... ..	(b) A.F.O. 218/34.
912	Sick Berth Staff—Efficiency Medal ... ..	(d)
913	Binoculars—Suspension of Grant in Aid of Purchase ... ..	(c) K.R. & A.I.
914	S/D Complements of Ships—Alterations ... ..	(d)
915	Special Service Ordinary Seamen—Training ... ..	(f)
916	Equipment Allowances ... ..	(b) A.F.O. 348/34.
917	Adjustment of Pay after Re-engagement—Notations, etc. ... ..	(d)
918	Unemployment Amendment Act (New Zealand), 1931 ... ..	(f)
919	Admiralty Surgeon and Agent (Dartford, Slades Green, and Crayford) ... ..	(c) Navy List.
920	Vocational Training—Revised List of Series "A" Courses ... ..	(f)
921	Annual Bread-making Competition—4th Cruiser Squadron, 1933—Results ... ..	(d)
922	Bread-making Competition, Home Fleet, 1933—Results ... ..	(d)
923	<i>Issued Confidentially</i> ... ..	(e)
924	Gun Mountings, 4·7 in., C.P.XIV—Lubrication of Loading Tray Bearing ("Acasta," etc.) ... ..	(b) A.F.O. 688/34.
925	Gun Mountings, 8 in., Marks I and I*—Conversion of Turret and Shell Room Pumps to Flat Valve Type (Ships and Dockyards concerned) ... ..	(b) A.F.O. 1009/33.

A.F.O.	Subject.	Disposal.
926	Cordite, S.C.—Extension of Period from 3 to 5 Years before Testing ... ..	(c) O.U. 5408A/32.
927	Cordite, Lot R.N.2781, Size 5, Mark I—Issue and Expenditure ... ..	(f)
928	Projectile Bags and Strops for Ammunition—Allowance (Submarines) ... ..	(d)
929	Voicepipe Communication from Rangefinder to H.A. Gun ("Bridgewater" and later Sloops) ... ..	(d)
930	<i>Issued Confidentially</i> ... ..	(f)
931	Torpedoes, 24½ in., Mark I—Valve Stem Pins, St. No. 473	(f)
932	21 in. Collision Heads—Leakage into Cork Dummies—Increased Buoyancy to be allowed for in Mark V Torpedoes only ... ..	(d)
933	A.W. Tubes fitted with Cordite Impulse Gear (all Cruisers, etc.) ... ..	(f)
934	Torpedo Stores—Sleeves, St. No. 4107—Amendment to Nomenclature ... ..	(d)
935	Respirators, Anti-Gas—Examination ... ..	(d)
936	Tools for Milling Machines—Allowance (Battleships, etc)	(c) B.R. 16.
937	W/T Hand Portable Sets ... ..	(d)
938	<i>Issued Confidentially</i> ... ..	(f)
939	Chernikeef Logs, Type No. 2—Flash Lamps (Submarines)	(d)
940	Life Wires—Survey and Replacement (Aircraft Carriers)	(c) B.R. 16, Art. 42.
941	Boat Stowage—Re-arrangement (Destroyers of "A" and "B" Classes) ... ..	(d)
942	Grey Paint for Weatherwork (Ships on Stations Abroad)	(d)
943	Sisal Cordage—Introduction—REPORT ... ..	(f)
944	Local Purchases—Cash Discounts for Prompt Payment of Accounts ... ..	(f)
945	Bread Contracts ... ..	(a)
946	Messing, Victualling, and General Mess Allowances (Mediterranean and Africa Stations) ... ..	(a)
947	General Messing—Supplies of Provisions by N.A.A.F.I.	(c) B.R. 93.
948	Uniform Regulations for C.P.Os., P.Os., Men and Boys—Poster Edition, B.R. 82 ... ..	(d)
949	Form O.1—Amendment ... ..	(c) Form O.1.
950	S.353E (A) and S.467—Return of Surplus Copies... ..	(d)
951	Mails for H.M. Ships in Persian Gulf ... ..	(d)
952	Civilian Staffs—Appointments ... ..	(a)
953	Civilian Staffs—Vacancy ... ..	(a)
954	Royal Commission on the Civil Service—Starting Pay of Typing Staffs ... ..	(a)
955	Electric Shock—Precautions at Medical Establishments	(f)
956	Cursors for Chernikeef Log Distance Registers ... ..	(d)
957	Photographs and Silhouettes—New Ships and Ships whose appearance has been altered ... ..	(c) Professional Officers' Instructions.
958	Chains for Grapnels—Disposal—REPORTS ... ..	(d)
959	F.1A—Stores Special to Type 71 W/T Set—Disposal of Stocks and deletion from Rate Book—REPORTS ... ..	(d)
960	Form D.136—Articles of Agreement for Workmen appointed to Serve Abroad—Amendment ... ..	(d)
961	Return D.173—Amendment ... ..	(c) Store Duties Instruction.
962	Forms D.515—Certificate of Examination and Testing of Shore Boilers, etc. ... ..	(d)
963	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 869/34.
964	Consular Appointments ... ..	(d)
965	Examination for Rank of Paymaster Sub-Lieutenant, January, 1933—Results ... ..	(d)
966	Promotions to Acting Warrant Engineer, 1933 ... ..	(d)
967	Sick Berth Ratings—Relinquishment of Non-substantive Rating of Masseur... ..	(c) K.R. & A.I.
968	Officers and Men Serving in the R.A.N. on Exchange or Loan—Payment ... ..	(f)

A.F.O.	Subject.	Disposal.
969	Admiralty Surgeon and Agent (London District No. 13)	(c) Navy List.
970	Fire Control Communications—Two-wire Telephones ("Royal Sovereign," etc.) ... ..	(d)
971	H.A.C.S.I. Calculating Tables—Spare Parts ... ..	(d)
972	Gun Mountings, 3 in., H.A.—Sight Dials to be used ...	(b) C.A.F.O. 1573/33.
973	Gun Mountings, Lewis ("V" and "W" Class Destroyers) —REPORT ... ..	(d)
974	Grease Gun, Pattern 4130, for U.F.I. Rangefinder Mount- ings ("Kempenfelt," etc.) ... ..	(c) Destroyer Establishment.
975	<i>Issued Confidentially</i> ... ..	(c) Maintenance Regulations.
976	Gyroscopes, all Types—Modification to Relay Valve ...	(f)
977	Gyroscopes, all Types—Removal of Air Strainer ...	(d)
978	H.C.D. Searchlight Lamps—Jigs for Re-surfacing Brushes	(d)
979	Rope, S.W., Serrated, for Minesweeping, etc. ... ..	(d)
980	<i>Issued Confidentially</i> ... ..	(f)
981	Second Steaming Light—Exemption (Vessels and Dock- yards concerned) ... ..	(f)
982	Hypodermic Tablets of Morphine, and Morphine and Atropine—Replaced by Ampoules ... ..	(d)
983	Medical Stores—Invoices and Packing Notes ... ..	(f)
984	B.R. 27—Issue ... ..	(d)
985	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
986	S.446—Medical History Sheet—Revision ... ..	(f)
987	Radiotelegrams—Charges Collected on Board Ship ...	(b) A.F.O. 1544/33.
988	Civilian Staffs—Vacancies ... ..	(a)
989	Men Working in Roof Chambers of Buildings ... ..	(f)
990	Compressed Asbestos Fibre Gromets—Returns from Ships	(d)
991	Furniture—Returns and Disposal of Certain Items— REPORT ... ..	(d)
992	Railway Travelling—Restriction of Privilege of 1st Class Travelling on Duty ... ..	(b) A.F.O. 2758/33.
993	Travelling Expenses—Class of Railway Accommodation —Civil Staff ... ..	(b) A.F.O. 1480/33.
994	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 30th September, 1932 ...	(d)
995	Qualifying Examination for Rank of Acting Sub- Lieutenant (E)—Result ... ..	(a)
996	Acting Warrant Officer—Confirmation in Rank ... ..	(c) K.R. & A.I.
997	Re-engagements—Special Applications for Antedating ...	(d)
998	Re-entry into the Royal Navy and Royal Marines ...	(f)
999	Naval and Marine Personnel—Re-settlement in Civil Life	(b) New Order will be issued.
1000	Navy Week, 1933—Portsmouth, Devonport and Chatham	(a)
1001	Naval Personnel Serving Abroad—Facilities for Passages of Wives and Families ... ..	(f)
1002	Motor Cars and Motor Cycles—Use on Official Journeys— Revised Allowances ... ..	(b) A.F.O. 1263/33.
1003	Indian Empire and Crown Colonies Garden Party ...	(a)
1004	Royal Tournament, 1933—Concessional Tickets ...	(a)
1005	Royal Naval Benevolent Trust—Contributions from Canteen Funds ... ..	(d)
1006	Sports—R.N. and R.M. Rackets and Squash Rackets Association ... ..	(d)
1007	Director Gear, 3 degree Super Elevation Prisms for Secondary Armament Directors ("Queen Elizabeth," etc., Classes) ... ..	(b) A.F.O. 1397/33.
1008	Fire Control—Voicepipe Communication from H.A. Gun to Heightfinder ("Kempenfelt," etc.) ... ..	(d)
1009	Gun Mountings, 8 in., I and I*—Conversion of Turret and Shell Room Pumps to Flat Valve Type (Ships and Dockyards concerned) ... ..	(f)
1010	Gun Mountings, 8 in., I and I*—Discontinuance of Trials of Gun Machinery after Refit ("Kent," etc.) ... ..	(d)

A.F.O.	Subject.	Disposal.
1011	Cartridges, Q.F. 2 pdr.—Extension of Period from 3 to 5 Years before Testing, when filled Cordite, M.C., M.C.T. or H.S.C.T. ... ..	(c) O.U. 5408A/32.
1012	6 in. Range Receivers—Fitting of Stop Gear and Regrouping of 6 in. Range Receivers on Bridges ("Queen Elizabeth," etc., Classes) ... ..	(f)
1013	F.Q.22 Rangefinder—Supply of Coincidence Adjustment Locking Device—REPORTS ... ..	(a)
1014	Binoculars, Pattern 1900 C.F.30—Improvement in Design—Purchase by Officers direct from Messrs. Barr & Stroud ... ..	(f)
1015	Torpedoes, 21 in. VII and 24½ in. I—Check Valve between Second Reducer and Generator Spring ... ..	(f)
1016	Torpedo Stores—Balance, St. No. T.99—Issue (Aircraft Carriers) ... ..	(d)
1017	Cartridges, Impulse, Torpedo, Filled Cordite, Lot R.N. 2704R, Size 19 M.C.—Issue and Expenditure ... ..	(f)
1018	Paravane Towing Wires—Fitting, etc.—Correction ... ..	(b) A.F.O. 25/32.
1019	W/T—Explosives—Inflammables—W/T Hazards, etc. ... ..	(b) A.F.O. 366/34.
1020	Echo Sounding Gear—Responsibility for Fitting and Maintenance ... ..	(b) A.F.O. 377/34.
1021	Gyro Bearing Indicators and Torpedo Rangefinder Bearing Indicators ... ..	(d)
1022	Funnels—Coating with Distemper (Surveying Vessels and China Gunboats) ... ..	(d)
1023	Bitumastic Solution—Supply (Cruisers "Kent," etc., Classes) ... ..	(d)
1024	<i>Issued Confidentially</i> ... ..	(a)
1025	D.S.E.A.—Adaptors and Piercing Device for Oxygen Flasks—REPORTS ... ..	(d)
1026	Braces and Pintles for 16 ft. and 13½ ft. Drop-keel Dinghies—Modifications, etc. ... ..	(b) A.F.O. 1422/33.
1027	Sisal Cordage—Introduction ... ..	(b) A.F.O. 943/33.
1028	S.W. Hawfers, 6 by 24 Construction, Commercial Type—Issue for Trial ("Berwick," etc.)—REPORTS ... ..	(d)
1029	Windsails, Gun and Boats' Covers—Canvas—REPORT ... ..	(d)
1030	Bread Contracts ... ..	(a)
1031	Government Stores—Shipments to South American Ports for H.M. Ships ... ..	(b) A.F.O. 2154/33.
1032	Annual Return of Watering Plant—Form D.613—REPORT ... ..	(d)
1033	O.U. 5420/33—Rate Book of Victualling and Royal Marine Stores ... ..	(d)
1034	Civilian Staffs—Appointments ... ..	(a)
1035	Civilian Staffs—Vacancy ... ..	(a)
1036	Yardcraft Service ... ..	(c) B.R. 669.
1037	Gun Breech Mechanisms, Q.F. 4 in., V-V* and A V-V*—Repair to Bent for Trigger Sear on Cocking Lever, Mark II ... ..	(d)
1038	Cartridges, Signal, 1 in. and 1½ in.—Method of Packing and Labelling (Vote 9 Depôts only) ... ..	(d)
1039	A.W. Torpedo Tubes—Corrosion (Dockyards) ... ..	(f)
1040	<i>Issued Confidentially</i> ... ..	(a)
1041	Boats and Life Floats to be Delivered Direct to Shipbuilders' Works ... ..	(d)
1042	Couplings for 5 in. Flexible Bronze Oil Fuel Hoses—Screwing ... ..	(d)
1043	Enamelled Hollow-ware Vessels—Poisoning Danger when used in Preparation or Storage of Food or Drink ... ..	(d)
1044	Standard Shade Boards, showing Finish for Mahogany Furniture ... ..	(d)
1045	Form D.273N—Demand for Canvas Hoses, Tubing, etc.—Revision ... ..	(c) Store Duties Instructions, App. III.

A.F.O.	Subject.	Disposal.
1046	<i>Issued Confidentially</i> ... ..	(c) B.R. 34.
1047	Examination for Warrant Engineer and Warrant Mechanician, February, 1934—REPORT ... ..	(d)
1048	Promotions to Acting Warrant Engineer—October, 1933, to September, 1934 ... ..	(d)
1048a	Stokers, 1st Class—Advancement to Leading Stoker—Institution of Roster System—REPORT ... ..	(d)
1049	Railway Fares—Reduction—Adjustment of Travelling Expense Claims ... ..	(b) New Order will be issued.
1050	Greenwich Pageant ... ..	(a)
1051	Ships' Fund—Disposal ... ..	(d)
1052	Royal Naval Benevolent Society ... ..	(d)
1053	Breech Mechanisms, Q.F., 4 in., V and V* and A V and V* E.M. Firing Gear, Mark IV—Adjustment and Maintenance ... ..	(e)
1054	Field Guns and Howitzers—Allocation, etc. ... ..	(b) A.F.O. 2531/33.
1055	Gun Mountings, 3 in. H.A.III—Sight Brackets—Modifications ... ..	(f)
1056	Pikes, Boarding—Sale as Trophies ... ..	(d)
1057	Cordite—Landing—Destruction ... ..	(d)
1058	<i>Issued Confidentially</i> ... ..	(f)
1059	Fuzes, Time, No. 198, for 4.7 in. H.E. Shell—Withdrawal (Leaders, etc., armed with Q.F. 4.7 in., IX—IX* Guns)	(d)
1060	Gun Sighting Telescopes—Issue (Hull, etc., Overseers, etc.)	(b) New Order will be issued.
1061	Range-finders—Use for "Inclinating"—Withdrawal of 5-minute Prisms ... ..	(d)
1062	<i>Issued Confidentially</i> ... ..	(f)
1063	Blowing Heads—Abolition of Oil Tracks ... ..	(f)
1064	Torpedo Stores—Washers, Copper, Celluloid, Paper and Leather—Replacement by Fibre Washers ... ..	(d)
1065	Demolition Stores—Supply for Diving Purposes (Ships on Foreign Stations) ... ..	(c) Naval Proportion Book.
1066	Carbon Brushes suitable for 202.5 kw. Generators ... ..	(d)
1067	Multicore Lead-cased Cables in Low Power Circuits—Extension to D.2 Refits of Large Vessels ... ..	(b) A.F.O. 1581/33.
1068	Boxes for Spare Parts of Searchlight Lamps, Mark IIIB, H.C.D. ... ..	(c) Electrical and Torpedo Establishments.
1069	Cast Steel Condenser Doors—Corrosion—REPORTS ... ..	(d)
1070	<i>Issued Confidentially</i> ... ..	(f)
1071	Compasses, Pattern 184, and Binnacles, Pattern 185—Modification ... ..	(d)
1072	Cursors for Chernikeef Log Distance Registers ... ..	(d)
1073	Central Stores—Ventilation ("Bridgewater," etc.) ... ..	(d)
1074	Inter-Flotilla Regatta—Dinghies ... ..	(d)
1075	Boats' Crooks ... ..	(f)
1076	Stores Received from Contractors for Trial—Accounting	(c) B.R. 4.
1077	Seamen's Clasp Knives ... ..	(d)
1078	Margarine ... ..	(a)
1079	Mess Gear—Committee ... ..	(d)
1080	Air Ministry Publications—Distribution and Accounting	(b) A.F.O. 1909/33
1081	B.R. 16—Engineering Manual—New Edition ... ..	(d)
1082	B.R. 206/33—Drill for 3 in. Q.F. Guns on H.A. Mountings—Issue ... ..	(d)
1083	Form G.63—Stock ... ..	(d)
1084	O.U. 6118—War Vessels' Silhouettes Identification Book	(d)
1085	Forms S.166, 1360, and 1361—Institution ... ..	(d)
1086	Forms S.180 and D.171—Examination and Survey of Hull—New Forms to be used forthwith ... ..	(d)
1087	Form S.206R—Issue ... ..	(d)
1088	Form S.286—Gunnery Log and Progress Book—Amendment ... ..	(d)
1089	Admiralty General Messages ("A," "L," and "W" Messages) ... ..	(c) S.P. 02126 (2).

A.F.O.	Subject.	Disposal.
1090	Address Indicating Groups ... ..	(c) S.P. 02126 (2).
1091	Address Indicating Groups and Collective Call Signs ...	(b) A.F.O. 721/34.
1092	Civilian Staffs—Appointment ... ..	(a)
1093	2nd Class Draughtsman (Constructive)—Examination ...	(a)
1094	Private Wireless Apparatus—Installation in Admiralty Buildings ... ..	(f)
1095	Fires on Shore—Assessment of Charges for Attendance, etc. ... ..	(d)
1096	Transferable Gun Mountings (all Dockyards) ... ..	(b) A.F.O. 2012/33.
1097	Chests for Confidential Books, etc.—Duplicate Keys—REPORTS ... ..	(d)
1098	Beetles in Timber and Articles made of Wood ... ..	(c) O.U. 5225 and Regulations for H.M. Naval Yards Abroad.
1099	Expenditure under Subhead D.2 of the Programme—Amounts governing Classification ... ..	(a)
1100	Naval Stores, etc., Purchased on behalf of other Departments of Government, Colonial, Dependent or Foreign Governments and Private Individuals—Instructions to Overseers, etc. ... ..	(f)
1101	Form D.693—Abolition ... ..	(d)
1102	<i>Issued Confidentially</i> ... ..	} §
1103	<i>Issued Confidentially</i> ... ..	
1104	<i>Issued Confidentially</i> ... ..	
1105	Manual of Seamanship, Volume I—Amendments ...	
1106	Drafting Regulations—Amendment ... ..	
1107	B.R. 4—Instructions relating to the Supply of Naval Stores to H.M. Ships, etc. ... ..	
1108	B.R. 93—Manual of Victualling—Amendments ...	
1109	B.R. 225—Gun Mounting Stores Duties Instructions—Amendment ... ..	
1110	B.R. 669—Instructions for the Conduct of Cash Duties—Amendments ... ..	
1111	O.U. 5225—Home Dockyard Regulations, 1925—Amendments ... ..	
1112	O.U. 5408/28—Naval Magazine and Explosives Regulations—Amendments ... ..	} §
1113	O.U. 6090 (B)—Range Tables for 4.7 in. Guns—Amendments ... ..	
1114	Naval Stores Duties Instructions—Amendments ...	
1115	Professional Officers' Instructions—Amendment ...	
1116	Expense Accounts Instructions, Repayment Services, 1926—Amendments ... ..	
1117	Regulations for H.M. Naval Yards Abroad—Amendments	
1118	Instructions for the R.N. Hospitals and other Medical Establishments at Home and Abroad, 1927—Amendments ... ..	
1119	Clothing, Soap, and Tobacco, Issuing Prices, Kit Upkeep Allowances. Clothing Gratuities and Allowances—Annual Revision ... ..	(d)
1120	Second Cruiser Squadron—Transfer of Flag ... ..	(b) A.F.O. 1691/33.
1121	New Construction Programme, 1932—Names ... ..	(d)
1122	Beaufort and Wharton Testimonial—Award for 1932 ...	(a)
1123	Acting Sub-Lieutenants' Courses ... ..	(a)
1124	Qualifying Educational Examination for the Rank of Acting Sub-Lieutenant—Result ... ..	(a)
1125	R.N. Engineering College, Keyham—Reduction in Period of Training ... ..	(d)
1126	Commissioned Rank—Promotion from the Lower Deck—Educational Examination ... ..	(b) New Order will be issued.
1127	Binoculars—Grant in Aid of Purchase ... ..	(d)
1128	Signal and Telegraphist Ratings—Examination for Advancement ... ..	(b) A.F.O. 119/34.



A.F.O.	Subject.	Disposal.
1129	Warrant Officers—Uniform ... ..	(f)
1130	Admiralty Surgeon and Agent (London District, No. 17)	(c) Navy List.
1131	Director Firing Gear—No. 7, Mark II* Dial Sights— Allocation and Disposal from Ships going into Reserve (all Ships, etc.)—REPORT ... ..	(b) A.F.O. 942/34.
1132	Director Firing Gear—Dial Sights No. 7, Mark II*— Instructions for Issue to Sloops (" Bridgewater," etc.)	(f)
1133	Director Firing Gear—" C " Type Training and Elevation Receivers—Modification to Red Minute Pointers (all Ships, etc.) ... ..	(d)
1134	O.Q.F. 4.7 in., Mark IX*—Lubrication of Shafts, Actuating	(f)
1135	Gun Mountings, 15 in.—Training Gear Clutches ... ..	(f)
1136	<i>Issued Confidentially</i> ... ..	(c) O.U. 5408 and 5408a.
1137	Periscopes for Concentration of Fire—Disposal ... ..	(c) Gunnery Establishment.
1138	<i>Issued Confidentially</i> ... ..	(f)
1139	Firebricks for Combustion Tubes ... ..	(d)
1140	W/T—Blue Luminescence in Silica Valves ... ..	(f)
1141	W/T Motor Alternators, Pattern 1336/7A—Introduction	(c) W/T Establishment.
1142	Cable, Electric, Pattern 6178, for Electric Lighting— Introduction (1931 and Later Programme Vessels) ... ..	(d)
1143	Life-saving Jackets, Pattern 305—Allowance (Mine- sweepers in Commission) ... ..	(c) Executive Establishment
1144	Glazier's Wheel—Allowance (Shallow Draught Gunboats)	(c) Gunboat Establishment.
1145	Boiler Doors and Bridges as Consumable Stores; Cleats, Belaying, Pressed Steel, in lieu of Wooden ... ..	(c) Sea Store Establishment.
1146	Porcelain Urinals, Patterns 31 and 31A—Improved Design	(d)
1147	Petroleum Spirit and other Light Oils—Exclusive Pur- chase from Schedule Companies ... ..	(b) A.F.O. 1200/34.
1148	Easy Chairs, Pattern 711—Revised Allowance (" Sword- fish " Class Submarines) ... ..	(c) Submarine Establishment
1149	Card Tables for Ships and Destroyers—REPORTS ... ..	(d)
1150	<i>Issued Confidentially</i> ... ..	(d)
1151	Discharge of Ratings—" Reminder Card " for Completion of Documents—Establishment ... ..	(d)
1152	B.R. 62—R.N.R. Regulations (Officers)—Issue of Revised Edition ... ..	(d)
1153	Form M.21—Abolition ... ..	(d)
1154	O.U. 6235—Handbook for 4.7 in., Q.F. Gun on C.P. XIV and C.P. (S) XVI Mountings—Issue ... ..	(d)
1155	Forms S.467 (B) and S.467 (C)—Introduction ... ..	(d)
1156	Reception of Rugby by H.M. Ships and Shore W/T Stations during Test of Communications with British Merchant Ships, July, 1933—REPORTS ... ..	(d)
1157	Private Telegrams—Transmission and Reception ... ..	(b) A.F.O. 391/34.
1158	Civilian Staffs—Appointments ... ..	(a)
1159	Closed Week at Dockyards, etc., August Bank Holiday Week—Deliveries of Stores ... ..	(a)
1160	M.T. Vehicles—A.E.C. " 5 " Type Engines ... ..	(d)
1161	Type " C " Galvanised Steel Strip for Securing Linoleum	(d)
1162	H.M.S. " Egmont "—Change of Name ... ..	(d)
1163	Surveying Service—Volunteers Required ... ..	(a)
1164	Officiating Ministers of Religion—Methodist and United Board—Amendment to Revised List ... ..	(a)
1165	Salonika Army and Black Sea Forces—Twelfth Annual Dinner ... ..	(a)
1166	Railway Travelling—Restriction of Privilege of 1st Class Travelling on Duty ... ..	(b) A.F.O. 2758/33.
1167	Baggage Agents ... ..	(d)
1168	Navy, Army and Air Force Institutes—Lower Deck Representative for Mediterranean Fleet ... ..	(d)
1169	<i>Issued Confidentially</i> ... ..	(d)
1170	<i>Issued Confidentially</i> ... ..	(e)
1171	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 1812/33.

A.F.O.	Subject.	Disposal.
1172	3.7 in. Howitzer—Indicator Fuze No. 3—Fuze Scale for No. 88 Fuze to be Erased ... ..	(d)
1173	Gun Mountings, 2 pdr., H.A. II—Fitting of Depression Control Gear ... ..	(f)
1174	Cartridges, Aiming Rifle, 1 in., Electric, of K.N. 11.16 and K.N.2.17 Manufacture—Disposal ... ..	(d)
1175	Tubes, V.S., Percussion, Large, Mark II, G.K., Lot 243, Filled R.L., 1.18—Withdrawal ... ..	(d)
1176	Explosive Packages containing Fixed Ammunition—Marking by Colour Bars ... ..	(f)
1177	Steel Ammunition Boxes—Issue of Unpainted Boxes for Trial—REPORT ... ..	(f)
1178	<i>Issued Confidentially</i> ... ..	(f)
1179	Torpedo Stores—Fittings for Testing Watertightness of Torpedoes ... ..	(c) Naval Proportion Book.
1180	Torpedo Embarking and Capstan Gear—Precautions while Working ("Oberon," etc.) ... ..	(f)
1181	<i>Issued Confidentially</i> ... ..	(f)
1182	Signalling Equipment in H.M. Ships—Periodical REPORTS ... ..	(b) A.F.O. 19/34.
1183	W/T—Corrector S.61, Semicircular Error, Pattern 1267—Purchase and Allocation (Ships, etc., concerned)—REPORTS ... ..	(c) W/T Establishment.
1184	Cords and Cables, Flexible, Multicore, Tough Rubber Sheathed, with and without Cotton Braiding—Introduction ... ..	(c) Sea Store Establishment.
1185	Machinery Installations—Detection of Cracks ... ..	(f)
1186	Chlorosulphonic Acid, Titanium Tetrachloride and Stannic Chloride—Distinctive Marking of Drums, etc....	(c) Store Duties Instructions and B.R. 4.
1187	Motor Boats—Protection of Aluminium Crankcases of Engines ... ..	(d)
1188	Established Forms—Abolition ... ..	(d)
1189	B.R. 63—R.N.R. Regulations (Men)—Issue of Revised Edition ... ..	(d)
1190	Book G.69—Abolition ... ..	(d)
1191	Civilian Staffs—Appointments ... ..	(a)
1192	Baggage Agents ... ..	(d)
1193	Malleable Cast Iron Cap Ferrules (Home and Foreign Yards) ... ..	(d)
1194	Oil Fuel Fittings—Disposal of Stocks ... ..	(d)
1195	Divers' Breast Ropes, Pattern 105N—Use of Connections ... ..	(d)
1196	Ships, etc., Damaged—Accounting ... ..	(c) Expense Accounts Instructions, Repayment Services.
1197	Return D.825—Generation and Distribution of Electrical Energy—Dates to which Returns should be Compiled ... ..	(d)
1198	Dutch Fishery Protection Service ... ..	(b) A.F.O. 1288/32.
1199	Adjutant-General, Royal Marines—Appointment ... ..	(c) Navy List.
1200	Staff Course, 1934—Officers Selected ... ..	(a)
1201	Officiating Ministers of Religion—Methodist and United Board ... ..	(a)
1202	Fleet Air Arm—Flying and other Accidents—Casualties—Losses of Cash, Stores, etc.—Courts of Inquiry... ..	(f)
1203	R.A.N. Sub-Lieutenants and Midshipmen—Difference of Mess Subscription ... ..	(b) New Order will be issued.
1204	Warrant Rank—Recommendation on Form S.198 ... ..	(c) Form S.198.
1205	Seamanship Examination for Warrant Rank—Syllabus (S.440) and Position of Successful Candidates on Roster ... ..	(f)
1206	Mechanician Course, July, 1933—Selected Candidates ... ..	(a)
1207	<i>Issued Confidentially</i> ... ..	(d)
1208	"Mark Time" Pay Concession—Application to Special Classes of Ratings ... ..	(d) —

A.F.O.	Subject.	Disposal.
1209	Advancement of Cook Ratings ... ..	(d)
1210	Acting Leading Seaman (Unpaid)—Cancellation of System ... ..	(a)
1211	Tidworth Tattoo, 5th and 8th to 12th August, 1933 ...	(a)
1212	R.A.F. Display, 1933 ... ..	(a)
1213	Sports—R.N. and R.M. Golfing Society ... ..	(a)
1214	Sports—R.N. and R.M. Swimming Association—Fixtures	(a)
1215	<i>Issued Confidentially</i> ... ..	(d)
1216	Guns, Machine, Vickers, .5 in., Mark III—Preservation of Barrel ... ..	(b) A.F.O. 825/34.
1217	Cordite, Lot R.N. 227, Size 8 M.C.—Issue and Expenditure	(f)
1218	<i>Issued Confidentially</i> ... ..	(f)
1219	<i>Issued Confidentially</i> ... ..	(f)
1220	A.W. Torpedo Tubes—Modification to Isolating Valves and E.P. Firing Gear (Vessels and Dockyards concerned)	(f)
1221	Torpedo Davits ("A," "B," etc., Class Destroyers)—REPORTS ... ..	(d)
1222	Emergency Bow and Steaming Lanterns for Submarines	(c) Submarine Establishment.
1223	Two-speed Destroyer Sweep—Spans, Patterns 8832 and 8832A—Test Load... ..	(f)
1224	Branch Breakers Controlling Single Motors ... ..	(b) A.F.O. 230/33.
1225	Hand-operated Pumps for Filling Multiple Bulkhead and Electric Ring Main Cable Glands—Standardisation ...	(c) Electrical and Torpedo Establishments.
1226	<i>Issued Confidentially</i> ... ..	(f)
1227	Boiler Tubes ("Alecto") ... ..	(d)
1228	<i>Issued Confidentially</i> ... ..	(f)
1229	Moving Coil Hydrophones (Types 703, 704 and 705) in Submarines—Amendment ... ..	(d)
1230	"Vindictive" Fog Floats—Allocation ... ..	(c) Executive Establishment.
1231	Motor Boats—Towing Capacity—REPORT ... ..	(f)
1232	Air Bottles for High Pressure W.C.s in Submarines—Standardisation ... ..	(c) O.U. 6234.
1233	Wine Cupboards (H.M. Submarines) ... ..	(d)
1234	Ball and Roller Bearings and Balls—Instructions for Purchasing ... ..	(f)
1235	Submarines Building under the 1931 Programme—Classification for Storing Purposes ("Severn," etc.) ...	(d)
1236	Valves, Air, Stop—Allowance (Depôt Ships for Submarines with 3,500 lb. per square inch H.P. Air Service) ...	(c) Sea Store Establishment.
1237	Mess Gear—Scale ("Swordfish" Class) ... ..	(c) B.R. 93.
1238	Towage on the River Tyne—Contract ... ..	(f)
1239	Bread Contracts ... ..	(a)
1240	Contract for Margarine ... ..	(a)
1241	Pillows and Pillow Covers for Ratings—REPORT ...	(d)
1242	Books of Reference and O.U. Publications ... ..	(b) A.F.O. 1296/33.
1243	B.R. 36—Medical and Surgical Handbook—Revision ...	(d)
1244	O.U. 5358—Instructions in Air Gunnery and Bombing Practices ... ..	(d)
1245	O.U. 6090 (B)—Range Tables for 4.7 in. Guns—Issue ...	(d)
1246	O.U. 6090 (B)—Range Table No. 313 for B.L., 4.7 in. Gun—Revised Page 8—Issue ... ..	(d)
1247	O.U. 6090 (J)—Range Tables for B.L., 6 in., Mark XXIII Gun—Issue ... ..	(d)
1248	Form S.239A—Conduct Sheet—Old Forms in Stock to be Destroyed ... ..	(d)
1249	Form S.484—Abolition ... ..	(d)
1250	Form S.1176—Revision ... ..	(d)
1251	Form S.1324C—Abolition ... ..	(d)
1252	Civilian Staffs—Appointments ... ..	(a)
1253	Awards to Workmen for Original Proposals and Suggestions of Value—Amounts Available for Distribution—REPORT ... ..	(a)

A.F.O.	Subject.	Disposal.
1254	Rat Destruction and Repression ... ..	(c) O.U. 5225.
1255	Breech Mechanisms, Q.F., 4 in., V-V*, and A. V-V* Guns—Blocks, Breech, Marks I* and II—Repair ...	(d)
1256	Gun-sighting Telescopes—Issue to Yards Abroad ...	(d)
1257	Smoke Helmets, Pattern 200—Retention (H.M. Dock- yards) ... ..	(d)
1258	Warrant and Storing Yards—New Construction, 1932 Programme ... ..	(d)
1259	Demands for Carpets and Cretonnes for Overcases and Curtains—Replacement Issues ... ..	(d)
1260	Oil for Blow Lamps and Brazing Apparatus ... ..	(d)
1261	Maintenance Stores—Returns of Cost—REPORTS ...	(d)
1262	Form D.547—Rejected Goods Returned—Revision ...	(d)
1263	Mileage Allowances for Use of Private Motor Cars, etc., on Official Business—Regulations ... ..	(c) O.U. 5225.
1264	Shadwell Prize, 1932 ... ..	(a)
1265	Officiating Minister of Religion (Loch Eriboll) ... ..	(a)
1266	Fleet Air Arm—Provision of Personnel ... ..	(d)
1267	Corps Commissions, Royal Marines—Qualifying Educa- tional Examination ... ..	(c) K.R. & A.I.
1268	National Savings Certificates—Fresh (5th) Issue ...	(b) A.F.O. 818/33.
1269	N.A.A.F.I. Surplus Revenue—Arrangements for Annual Distribution—REPORTS ... ..	(a)
1270	National Association for Employment of Regular Sailors, Soldiers and Airmen—Annual General Meeting ...	(a)
1271	Sports—R.N. and R.M. Boxing Association ... ..	(a)
1272	Sports—R.N. and R.M. Cricket Club ... ..	(a)
1273	Sports—R.N. and R.M. Football Association ... ..	(a)
1274	<i>Issued Confidentially</i> ... ..	(d)
1275	<i>Issued Confidentially</i> ... ..	(d)
1276	Guns, 8 in.—Air Blast Vent Clearers (“London,” etc.)— REPORTS ... ..	(a)
1277	Gun-sighting Telescopes, Pattern G.350 ... ..	(b) New Order will be issued.
1278	Cordite—Landing—Destruction ... ..	(d)
1279	Explosive Packages containing Fixed Ammunition— Marking by Colour Bars ... ..	(b) A.F.O. 1176/33.
1280	Torpedoes—Treatment on Receipt ... ..	(d)
1281	Generators, Smoke, Ground, Mark V—Issue ... ..	(c) Naval Proportion Book.
1282	Respirators, Anti-Gas—Revision of Drill ... ..	(d)
1283	Ropes, S.W., Serrated, for Minesweeping ... ..	(b) A.F.O. 25/32.
1284	Echo-Sounding Installation, Type 752—Resistance Unit for Governor—Introduction ... ..	(c) Echo-Sounding Installa- tion Establishment.
1285	Storing Arrangements (Destroyer Flotillas in Maintenance Reserve) ... ..	(d)
1286	Permanent Naval Stores—Revised Accounting Procedure (Submarines) ... ..	(b) A.F.O. 1370/34.
1287	Submarine Periscopes—Spare Parts ... ..	(d)
1288	Second Steaming Lights—Fitting (H.M. Ships and Dock- yards concerned) ... ..	(b) A.F.O. 2040/33.
1289	30 ft. Gigs—Types on Service—REPORTS ... ..	(d)
1290	Life-saving Capacity (16 ft. Dinghies (Surveying Type)) ... ..	(d)
1291	Ensigns and Union Flags—Revised Allowances (Repair and Large Depot Ships and Submarines) ... ..	(c) Sea Store Establishment.
1292	Steel Wire Hawseers—Allowance (“Leander” Class and “Adventure”) ... ..	(c) Executive Establishment.
1293	Ready Mixed Black Paint, Pattern 501—Formula ...	(d)
1294	<i>Issued Confidentially</i> ... ..	(d)
1295	Admiralty Fleet Orders issued to Press ... ..	(d)
1296	Books of Reference and O.U. Publications ... ..	(d)
1297	Routine Paper Work—Signing of Forms ... ..	(c) K.R. & A.I.
1298	W/T Handbooks ... ..	(d)
1299	O.U. 6090 (O)—Range Table No. 176A for Q.F., 3 pdr., Hotchkiss Gun—Issue ... ..	(d)

A.F.O.	Subject.	Disposal.
1300	O.U. 6090 (P)—Range Tables for 3·7 in. Howitzer—Addendum No. 1 to Table No. 345—Issue ...	(d)
1301	R.A.F. Form 187—Half-Yearly Signal Report ...	(b) New Order will be issued.
1302	Forms S.1033 and S.1034—Amendment ...	(d)
1303	Form T.S.109—Abolition ...	(d)
1304	London Division, R.N.V.R.—Completion of Refit of H.M.S. "President" ...	(a)
1305	Civilian Staffs—Appointments ...	(a)
1306	Railway Facilities—Cheap Summer Fares ...	(d)
1307	Merchant Shipping (Safety and Load Line Convention) Act, 1932 ...	(d)
1308	Sextants, Pattern 491—Care—REPORT ...	(d)
1309	Steel Wire Brushes—Government Department Specification	(d)
1310	<i>Issued Confidentially</i> ...	}
1311	<i>Issued Confidentially</i> ...	
1312	<i>Issued Confidentially</i> ...	
1313	<i>Issued Confidentially</i> ...	
1314	<i>Issued Confidentially</i> ...	
1315	<i>Issued Confidentially</i> ...	
1316	<i>Issued Confidentially</i> ...	
1317	<i>Issued Confidentially</i> ...	
1318	<i>Issued Confidentially</i> ...	
1319	<i>Issued Confidentially</i> ...	
1320	National Anthem, Salutes and Official Marches Book—Amendments ...	}
1321	Drafting Regulations—Amendment ...	
1322	Vocational Training Instructions, 1928—Amendments ...	
1323	B.R. 17—R.N. Field Service Pocket Book—Amendment	
1324	B.R. 62—R.N.R. Regulations (Officers), 1932—Amendments ...	
1325	B.R. 93—Manual of Victualling—Amendments ...	
1326	B.R. 153—Demolitions Drill Book—Amendment ...	
1327	B.R. 182—Gun Drill Book for 7·5 in., B.L., Mark VI Gun, 1925—Amendment ...	
1328	B.R. 202—Drill for 6 in. and 5·5 in., B.L., Guns, 1928—Amendment ...	
1329	B.R. 203—Drill for 4·7 in., B.L., and 4 in., B.L. Guns, 1928—Amendment ...	
1330	B.R. 204/31, Gun Drill for 4 in., Semi-Automatic Guns—Amendment ...	} §
1331	O.U. 5163—Handbook for R.N.T.F. Torpedoes, 18 in., Mark VIII and VIII*—Amendments ...	
1332	O.U. 5225—Home Dockyard Regulations—Amendments	
1333	O.U. 5302—Mining Drill Book—Amendments ...	
1334	O.U. 5379/27—Turret Gun Drill for 16 in., B.L., Mark I Gun—Amendment ...	
1335	O.U. 5408/28—Naval Magazine and Explosives Regulations—Amendments ...	
1336	O.U. 5418/29—Drill for 6 in., B.L. XII and XXII on Mark XVII and XVIII Mountings—Amendments ...	
1337	O.U. 5422/30—Gun Drill for 4·7 in., Q.F., Marks IX and IX* Guns—Amendments ...	
1338	O.U. 5427—Defence against Gas—Amendment No. 7 ...	
1339	O.U. 5437—Amendments ...	
1340	O.U. 5441—Maintenance of Submarine Torpedo Tubes—Amendment ...	} (b) A.F.O. 1146/34.
1341	O.U. 6066A—Sight Manual, Volume II, 1930—Amendments ...	
1342	O.U. 6184/30—Instructions for the Maintenance of Naval Ordnance and Gun Mountings—Amendments ...	
1343	O.U. 6190—Handbook of Hydrophones—Amendments...	
1344	O.U. 6234—Home Yard Reserve Memorandum—Amendment ...	

A.F.O.	Subject.	Disposal.
1345	Naval Store Duties Instructions—Amendments ...	}
1346	Regulations for H.M. Naval Yards Abroad—Amendments	
1347	Expense Accounts Instructions, Repayment Services, 1926—Amendment ...	
1348	Instructions for the R.N. Hospitals and Other Medical Establishments at Home and Abroad, 1927—Amendment ...	
1349	Sloops of New Construction Programme, 1931 and 1932—Classification ...	(d)
1350	Naval Salvage Money—Distribution ...	(d)
1351	Salvage Operations on H.M. Submarine “M.2”—Awards to Personnel Engaged ...	(a)
1352	Meteorological Logs—Commendation ...	(a)
1353	Ryder Memorial Prize—Award for 1932 ...	(a)
1354	Accountant Officers’ Technical Course—Books used during Study ...	(d)
1355	Officers, Royal Marines, Serving Afloat—Examination for Promotion ...	(b) A.F.O. 2708/33.
1356	Royal Australian Navy—Surgeon Captain Required ...	(a)
1357	Re-entry into the Royal Navy and Royal Marines ...	(b) A.F.O. 998/33.
1358	Uniform—Fleet Air Arm Badge ...	(c) Navy List Appendix.
1359	Director Firing Gear—Spares and Replace Parts—Demands (all Ships and Establishments) ...	(b) A.F.O. 2180/33.
1360	Catapult, Aircraft—Missfires ...	(f)
1361	Gun Mountings, 6 in. C.P. XIV and 5·5 in. C.P.II—Loading Tray ...	(f)
1362	Diving in Shark-infested Waters ...	(c) Diving Manual.
1363	Water in Above-water Tubes—Powder and Cordite (all Ships fitted) ...	(c) Maintenance Regulations.
1364	<i>Issued Confidentially</i> ...	(c) O.U. 6234 & C.B. 1855.
1365	Catapults—Loading on Aircraft when Ship is Rolling ...	(f)
1366	D/F—Cam Blanks for D/F (Pattern 1321) and Tools for D/F Cam (Pattern 1322)—Introduction of Bearing Indicator Dials (Ships fitted with D/F Outfits SB, SE, SH and SJ) ...	(b) A.F.O. 250/34.
1367	Electric Navigation Lanterns for Motor Boats ...	(c) Sea Store Establishment.
1368	Not-Under-Control and Stern Anchor or Overtaking Lights, Patterns 7009B and c, and Indicators, Patterns 9868/9—Requirements of Lamps and Resistances ...	(d)
1369	Bitumastic Solution and Enamel Containers ...	(d)
1370	Casks and Drums for Lubricating Oils, etc. ...	(d)
1371	Towage Assistance for H.M. Ships and Vessels in Terneuzen—Ghent Canal ...	(f)
1372	Staff Ward Gowns and Operation Gowns ...	(d)
1373	Libraries, Ships’—Supply of King’s Regulations and Admiralty Instructions ...	(d)
1374	Medical Officers’ Journal—Revision ...	(d)
1375	“Shipping Practice” (Stevens)—Issue ...	(d)
1376	Reports of Inspection and Annual Report—Revised Form (Naval Shore Wireless Stations (Overseas) ) ...	(d)
1377	B.R. 8—Issue ...	(d)
1378	B.R. 54—Quarantine Regulations—Revision ...	(d)
1379	O.U. 6236A and O.U. 6236B—Distribution ...	(a)
1380	Regulations for the Maintenance of Torpedoes, all Marks	(a)
1381	Civilian Staffs—Appointments ...	(a)
1382	Civilian Staffs—Vacancies ...	(a)
1383	Artificial Limbs and Appliances Supplied to Dockyard, etc., Employees Injured on Duty ...	(f)
1384	Saluting Stations—British and Foreign Ports—Amendment No. 1 ...	(b) A.F.O. 218/34.
1385	H.M. Consul-General, Tangier—Salute ...	(d)
1386	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 31st December, 1932 ...	(d)

A.F.O.	Subject.	Disposal.
1387	Naval Prize Fund—Disposal of Final Residue ... ..	(a)
1388	Acting Sub-Lieutenants' Courses—REPORTS ... ..	(f)
1389	Examination for the Rank of Warrant Electrician, March, 1933—Results ... ..	(d)
1390	Mediterranean Destroyer Flotillas Recommissioning at Home Ports—Procedure ... ..	(f)
1391	Travelling Concessions (Officers)—Third Class by Rail when on Leave ... ..	(b) A.F.O. 2758/33.
1392	Bookstalls ... ..	(f)
1393	Naval and Marine Personnel—Resettlement in Civil Life	(b) New Order will be issued.
1394	Bisley—Entry Forms and Posters ... ..	(a)
1395	Canteens—Headquarters Naval Canteen Committee— Report of Proceedings at 46th Meeting... ..	(d)
1396	<i>Issued Confidentially</i> ... ..	(d)
1397	Director Gear—3° Super Elevation Prisms for Secondary Armament Directors ("Queen Elizabeth," etc., Classes)	(f)
1398	Gun Mountings, 8 in., Mark I—Supply of Special Duty Journal Type Ball Bearings ("Kent" and "London" Classes) ... ..	(b) A.F.O. 1816/33.
1399	Rangefinders—Shades for Trainers' Telescopes for M.S.6 Mountings (3rd and 4th Destroyer Flotillas, Malta and Chatham Yards) ... ..	(d)
1400	Musical Instruments in Military Bands—Alteration in Pitch ... ..	(c) Naval Proportion Book.
1401	<i>Issued Confidentially</i> ... ..	(d)
1402	Torpedoes, 21 in., VIII—Removal of Lower Link of Depth Gear—Withdrawal of certain Items from Spare Gear Chests ... ..	(d)
1403	Torpedo Trials of Ships Building by Contract—Custody and Care of Torpedoes ... ..	(c) O.U. 6146
1404	Torpedo Tubes—Difficulty in Operating External Gyro Angling and Depth Gears at Deep Depths ("Oberon," etc.) ... ..	(f)
1405	Torpedo Stores—Spanners, St. No. 283, and Spanners, St. No. 283A ... ..	(c) Naval Proportion Book.
1406	Torpedo Stores—Spanners, St. No. 492 ... ..	(d)
1407	Torpedo Stores—Bars, Launching in Torpedoes ... ..	(b) A.F.O. 1824/33.
1408	Covers, Cartridge, Impulse, Torpedo, No. 2—Supply (Cruisers Equipped with Cartridges, Impulse, Torpedo, 25 oz., Flashless) ... ..	(c) Naval Proportion Book.
1409	H.P. Air Compressors, Brotherhood Types W.8 and Y.6— Fitting of Final Stage Plungers ... ..	(d)
1410	Vessels—Insurance during Refit or Repair ... ..	(b) A.F.O. 236/33.
1411	Meteorological Instruments—Supply to Ships Equipped with Multi-Seater Aircraft—REPORT... ..	(c) Executive Establishment.
1412	Magnetic Compass Establishments ... ..	(d)
1413	Pressure-Tight Electric Torches for Use with D.S.E.A. in Submarines—Introduction—REPORT ... ..	(c) Submarine Establishment
1414	Flashing Key, Pattern 6585—Modification ... ..	(d)
1415	Cylinders for Charts and Gymnasium Mats, etc. (Leaders and Destroyers)—REPORTS ... ..	(d)
1416	Oil Lanterns, Patterns 300 and 320A, as Secondary Lighting—Revised Allowance ... ..	(c) Sea Store Establishment.
1417	Exposed Steel Decks—Coating (Vessels of 1st Mine- sweeping Flotilla, Fishery Protection Vessels, etc.) ... ..	(f)
1418	D.S.E.A.—Stowage (Submarines) ... ..	(d)
1419	Davis Submerged Escape Apparatus—Presses for Charging Oxygen Cylinders ... ..	(d)
1420	D.S.E.A.—Replacement of CO <sub>2</sub> Absorbent ... ..	(f)
1421	Hawsers, etc., for Towing Targets—Allocation ... ..	(d)
1422	Braces and Pintles for 16 ft. and 13½ ft. Drop Keel Dinghies—Modifications, etc. ... ..	(d)
1423	<i>Issued Confidentially</i> ... ..	(d)

A.F.O.	Subject.	Disposal.
1424	B.R. 65—Royal Naval Volunteer Reserve Regulations—Issue of Revised Edition ... ..	(d)
1425	B.R. 127—"Naval Telegraphic Addresses, January, 1933"—Amendment No. 2 ... ..	(a)
1426	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
1427	O.U. Books—Obsolete ... ..	(d)
1428	O.U. Books and Books of Reference—Reductions in Allowances (Cruisers) ... ..	(d)
1429	O.U. 5453—Drill for 0.5 in. Guns on "M," Mark I Mounting, 1933—Issue ... ..	(d)
1430	O.U. 6137—Electrical Equipment in H.M. Ships—Book of Addenda and Errata No. 2 ... ..	(d)
1431	Form D.346—Trials of Electric Generating Machinery—Revision ... ..	(d)
1432	Telegraph Offices and Telephone Exchanges at Admiralty and Naval Ports—Hours of Attendance ... ..	(b) A.F.O. 974/32.
1433	Admiralty Engineer Overseer, Southampton and West of England District—Change of Appointment... ..	(d)
1434	Civilian Staffs—Appointments ... ..	(a)
1435	Mining Cable—Tests (Yards at Home and Abroad)—REPORT ... ..	(d)
1436	Telephone Connections to Moorings for Use of H.M. Ships—Head of Charge ... ..	(d)
1437	Silhouettes of Oilers ... ..	(d)
1438	Gauges for Hose Fittings ... ..	(c) Store Duties Instructions.
1439	Protective Compositions for Pontoon Tanks of Floating Docks, etc.—REPORT ... ..	(f)
1440	Dockyard-made Electrodes—Not to be Used for Important Work (Dockyards at Home and Abroad) ... ..	(d)
1441	Consular Appointment ... ..	(d)
1442	Fleet Air Arm—Flycatcher, Mark Ic, Fitted with either Metal or Wooden Floats—Aerobatics ... ..	(f)
1443	Employment of Ex-Telegraphist Ratings—Postmaster-General's Certificate, Class II ... ..	(f)
1444	Railway Travelling—Boat Trains ... ..	(d)
1445	Smallpox—Leave Restrictions ... ..	(b) A.F.O. 2568/33.
1446	Surgeon and Agent (St. Leonards-on-Sea) ... ..	(c) Navy List.
1447	Naval Canteens—Navy, Army, and Air Force Institutes—Balance Sheet as at 29th October, 1932 ... ..	(d)
1448	Director Firing Gear—Gyro Sights and Henderson Firing Gear—Improved Design of Spring Arm and Holder for Contact Rollers (all Ships and Establishments concerned) ... ..	(d)
1449	H.A.C.S. Director and Calculating Tables—"As Fitted" Drawings—Amendment to Quantities and Reallocation ... ..	(b) A.F.O. 823/34.
1450	Binoculars for Marking Fall of Shot—Allowance (Shallow Draught Gunboats) ... ..	(c) Gunboat Establishment.
1451	Telescopes, Pattern G.350—Supply	
	Telescopes, Pattern G.330 and G.331—Surrender	
	4 in. H.A. III, III* and IV, Gun Mountings—Modification to Open Sights—REPORTS ... ..	(f)
	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 971/34.
1452	Projectile Bag for 6 in., B.L., Mark XXIII Guns ("Leander," etc., Classes) ... ..	(d)
1454	Blowing Heads—Torpedoes, 18 in., 21 in., and 24½ in.—Routine Tests ... ..	(c) Maintenance Regulations.
1455	Torpedo Stores—Spanners, Pin, Stern Gland and Spare Pins—Allowances ... ..	(c) Naval Proportion Book.
1456	21 in. Broadside Submerged Torpedo Tubes—Modified Slider for Side Stop (Vessels and Dockyards concerned) ... ..	(f)
1457	E.A. Plants—Secondary Compressors (Ships, etc.) ... ..	(f)
1458	H.P. and Engine Air Compressors—Alloy Steel Disc Valves (H.M. Ships and Dockyards concerned)... ..	(d)



A.F.O.	Subject.	Disposal.
1459	Portable Electric Hand Lamps and Apparatus with Flexible Cables—Precautions in Use ... ..	(f)
1460	W/T—Modern Receiving Apparatus—Reduction of Cross-talk and Low Frequency Interference to Reception (Ships Fitted with Racks, etc.) ... ..	(d)
1461	W/T—Corrector S.61, Semi-circular Error, Pattern 1267—Further Purchase and Allocation (Ships concerned) ...	(d)
1462	Lanterns, Masthead, Flashing, Pattern 2102—Issue ...	(d)
1463	Munro Wind Velocity Recorders, Pattern 549—Supply (Ships Equipped with Multi-Seater Aircraft) ... ..	(d)
1464	Sectional Steel Bookcases, Pattern 4621—Modification ...	(d)
1465	Consumable Naval Stores—Quarterly Valuation Allowances (Submarines) ... ..	(c) B.R. 4.
1466	Sails and Awning—Surplus (Mediterranean Fleet and Home Dockyards)—REPORT ... ..	(d)
1467	Swinging Cot, Pattern 39A (Lightened Type), for Sick Bay ... ..	(d)
1468	Canteens in Fleet Establishments and at Fleet Bases—Accounting for Furniture—REPORT ... ..	(f)
1469	Admiralty Fleet Orders—Direct Supply during Mediterranean Fleet Cruises ... ..	(d)
1470	Range Tables for 4.7 in. and 4 in. Guns—Issue of New Pages ... ..	(d)
1471	B.R. 171—Handbook of Wireless Telegraphy—Amended Establishment ... ..	(d)
1472	Form D.583 (Inside)—Abolition ... ..	(d)
1473	O.U. 6090 (D)—Revised Page 12 for Range Table No. 226, for B.L., 15 in. Gun—Issue ... ..	(d)
1474	O.U. 6192—Addendum No. 1—Issue ... ..	(d)
1475	Forms S.252 and S.253—Revised Wine Books ... ..	(d)
1476	Admiralty Engineer Overseer at Works of Messrs. Fairfield S. and E. Co., and Messrs. Yarrow, Scotstoun, Govan—Change of Appointment ... ..	(d)
1477	Civilian Staffs—Appointments ... ..	(a)
1478	Civilian Staffs—Vacancy ... ..	(a)
1479	Educational and Medical Facilities at Yards Abroad ...	(b) A.F.O. 2702/33.
1480	Travelling Expenses—Class of Railway Accommodation—Civil Staff ... ..	(c) O.U. 5225.
1481	Clothing Allowance—R.N.V.R. Shipkeepers and Caretakers ... ..	(d)
1482	Flotilla Leader and Destroyers Building under the 1931 Programme—Classification for Storing Purposes (Dockyards and Overseers concerned) ... ..	(d)
1483	Fleet Fuelling Service—Accounting for Expenditure on Hulks ... ..	(d)
1484	Smoke Floats—Incidence of Charge for Inspection, Re-conditioning, etc. (Dockyards) ... ..	(d)
1485	Iron Plate Workers' Ware—Schedule 30 ... ..	(d)
1486	Standard Shade Boards Showing Finish for Mahogany Furniture ... ..	(d)
1487	Demands for Materials of Special Descriptions for Ships Building at H.M. Dockyards ... ..	(d)
1488	Book of Mark IV Voicepiping and Gear—Amendments to Revised Copies ... ..	(d)
1489	Local Fishery Naval Officer—English Channel ... ..	(d)
1490	Osborne Grounds and State Apartments ... ..	(a)
1491	First Class Ship Course—Alteration of Date ... ..	(a)
1492	Examination in Navigation for Command of a Destroyer ...	(d)
1493	Navigation—Syllabus of Specialist (N) and First Class Ship Courses ... ..	(d)
1494	Advanced Gunnery Course—Syllabus ... ..	(d)
1495	Gunnery Specialist Course—Syllabus ... ..	(d)
1496	Navigation and Pilotage Course for the Rank of Lieutenant—Syllabus ... ..	(d)

A.F.O.	Subject.	Disposal.
1497	Officiating Ministers of Religion ... ..	(a)
1498	Officiating Minister of Religion (Stornoway) ... ..	(a)
1499	Engine Room Artificers (Coppersmith) in Aircraft Carriers or Vessels fitted with Catapults—Course of Instruction in Aluminium Welding ... ..	(c) Drafting Regulations.
1500	Ordinary Telegraphists (Special Service)—Training and Advancement ... ..	(b) A.F.O. 1701/33.
1501	Educational Examinations Afloat, 1933–1934—Dates ... ..	(d)
1502	Unemployment Insurance of Reservists undergoing Training ... ..	(a)
1503	Royal Tournament, 1933—Results ... ..	(a)
1504	Trafalgar Day Orphan Fund, 1932 ... ..	(d)
1505	R.N. Polo Association—Duke of York's Cup and Annual General Meeting ... ..	(a)
1506	Sports—Arbuthnot Auto-Cycle Trophy Trial ... ..	(a)
1507	Sports—R.N. and R.M. Boxing Association ... ..	(a)
1508	Director Firing Gear—Pom-Pom Directors, Mark I—Modification ("Nelson," etc.) ... ..	(f)
1509	Q.F., 2 pdr., Mark VIII Guns—Tool for Disconnecting Ammunition Connecting Links ... ..	(d)
1510	Gun Mountings, Double Lewis, Mark X—Trial of Modified Double Clamping Ring ("York," etc.)—REPORTS ... ..	(a)
1511	Cartridges, S.A., .303 in., Red Label, of certain Makes and Dates—Withdrawal ... ..	(d)
1512	Primers, Percussion, No. 1, Mark II, R.L., Lot 66, Filled R.L. 6.22—Critical Inspection—REPORT ... ..	(b) A.F.O. 2849/33.
1513	Primers, Percussion, No. 5, Mark II, V.A.D. 166, 3.29 and 4.29, Filled W. 7.10.29—Critical Inspection—REPORT ... ..	(d)
1514	Ballistics—Lists of Current Range Tables, Fuze Scales, etc.—Amendment ... ..	(b) A.F.O. 172/34.
1515	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 522/33.
1516	Torpedo Tubes—Gauging and Clearance of Bow Caps, Bow Shutters and Stern Caps (Submarines and Dock-yards)—REPORTS ... ..	(f)
1517	<i>Cancelled</i> ... ..	Cancelled No.
1518	Collision Heads—Modification to Filling Plug Pocket ... ..	(d)
1519	Minesweeping—Voicepipe Arrangements (Sloops of "Bridgewater," etc., Classes) ... ..	(d)
1520	Paravane Towing Arrangements for New Cruisers ... ..	(d)
1521	Plugs, Screwed, Disc Reducer, St. No. 4617 ... ..	(d)
1522	Brown Gyro-Compasses—Sea Trials ... ..	(d)
1523	High Speed Heavy Oil Engines, McLaren M.D.B. Type ("Shoreham," etc.) ... ..	(d)
1524	Oil Fuel Sprayers—New Patterns ... ..	(c) Store Duties Instructions.
1525	Oil Fuel (Leaders and Destroyers proceeding from Home Ports to Mediterranean Station) ... ..	(d)
1526	W/T—Type 36S—H/F Transmissions—Frequency Jump—Voltage Regulation—REPORTS ... ..	(d)
1527	Holder for Signal Pad and Torch ... ..	(b) A.F.O. 601/34.
1528	Permanent Naval Sea Stores—Allowances—REPORTS ... ..	(d)
1529	Top Swages for Chain Cable—Allowance ("Nelson," etc.) ... ..	(c) Executive Establishment.
1530	Signalling Keys, Patterns 1642, 6585 and 9881—Issue ... ..	(d)
1531	Spare Fabric Parts for Aircraft—Stowage in H.M. Ships ... ..	(d)
1532	Perforated Plating Carrying Electric Cables Outside the Pressure Hull (Submarines) ... ..	(f)
1533	Grindstones and Grindstone Trough (Sloops) ... ..	(d)
1534	Sponge Baths in Sick Bays—Abolition of Allowance (Leaders and Destroyers)... ..	(c) Destroyer Establishment.
1535	Pressure Gauges—Revision of Schedule 112 ... ..	(c) Sea Store Establishment.
1536	Curtains and Overcases for Official Residences (H.M. Ships and R.F.A.s) ... ..	(b) A.F.O. 29/34.

A.F.O.	Subject.	Disposal.
1537	Dockyard Expense Accounts—Repayment Services— Revised Percentage on Material—Rates (Yards with Old Accounting and H.M. Ships) ... ..	(d)
1538	Sheets, Linen—Issuing Price ... ..	(d)
1539	Vegetable Contracts ... ..	(a)
1540	Lloyd's Register of Shipping—REPORT ... ..	(d)
1541	O.U. 5456/33—Turret Gun Drill for 6 in., B.L. Guns, Mark XXIII, on Twin Mark XXI Mounting ... ..	(d)
1542	O.U. 6090—Series of Range Tables—Return of Surplus Copies ... ..	(b) New Order will be issued.
1543	Form S.1310a—Abolition ... ..	(d)
1544	Radio-telegrams—Charges Collected on board Ship ... ..	(b) A.F.O. 2514/33.
1545	Civilian Staffs—Appointments ... ..	(a)
1546	Civilian Staffs—Vacancy ... ..	(a)
1547	"S" Class Clerks and Temporary Staff—Retention beyond age of 60 ... ..	(d)
1548	Electrical Energy—Provision of Facilities for Supplying Ships from Shore (all H.M. Dockyards) ... ..	(f)
1549	Couplings, G.M., Patterns 4048 and 4272—Modifications to Standard Drawings ... ..	(d)
1550	Stores on Charge under B.2.E. and B.3 at Devonport— REPORTS ... ..	(a)
1551	Stores on Charge under B.3 at Gibraltar—REPORTS ... ..	(a)
1552	Stocks on Charge under B.3 at Simonstown—REPORTS ... ..	(a)
1553	Form D.29 (Outside)—Amendment ... ..	(d)
1554	<i>Issued Confidentially</i> ... ..	(c) C.A.F.O. 869/34.
1555	Boom Defence Vessels—Classification and Naming ... ..	(d)
1556	Commonwealth of Australia—Naval Representative in London ... ..	(b) A.F.O. 527/34.
1557	Gedge Medal and Prize—Award for 1932 ... ..	(a)
1558	Salvage Operations on H.M. Submarine "M.2"—Awards to Personnel Engaged ... ..	(a)
1559	Bertrand Stewart Prize Essay—Subject for 1934 ... ..	(a)
1560	Specialist Gunnery Course—Officers Selected ... ..	(a)
1561	Acting Sub-Lieutenant (E)—Promotions ... ..	(a)
1562	Acting Sub-Lieutenants (E)—Qualifying Educational Examination ... ..	(a)
1563	Officiating Ministers of Religion—Methodist ... ..	(a)
1564	Cenotaph—Arrangements for Visits of Organised Parties ... ..	(f)
1565	Candidates for Rank of Warrant Shipwright—Roster ... ..	(b) New Order will be issued.
1566	R.A.F. Armourers in Ships Fitted with Catapults— Employment on Storekeeping Duties ... ..	(f)
1567	Officers' Uniform—Alteration to Frock Coat ... ..	(c) Navy List Appendix.
1568	Tropical Allowance ... ..	(c) K.R. & A.I.
1569	Officers and Men of the New Zealand Naval Forces Serving in H.M. Ships and Establishments—Pay, etc. ... ..	(b) New Order will be issued.
1570	Director Firing Gear—Gyro Director Sights—Fitting of Pedal-operated Firing Gear ("Nelson," etc.) ... ..	(d)
1571	Director Firing Gear—Types "D" and "E" Training and Elevation Receivers—Respective Marks and Allocation (Ships and Establishments concerned) ... ..	(b) C.A.F.O. 2758/33.
1572	Roll Correctors for H.A.C.S.I.—Improved Design ... ..	(d)
1573	<i>Issued Confidentially</i> ... ..	(f)
1574	<i>Issued Confidentially</i> ... ..	(f)
1575	<i>Issued Confidentially</i> ... ..	(d)
1576	Cordite—Landing—Destruction ... ..	(d)
1577	Tubes, V.S., Electric, Large, "S," Mark VI, R.L., Lot 29, Filled R.L., 21.5.28—Examination—REPORT ... ..	(d)
1578	Torpedo Blowing Heads—Guard on Holmes' Light Pocket —REPORT ... ..	(f)
1579	Gyro Pedestals—Gyro Compass Repeaters Mounted on Wings of Bridges in Capital Ships—REPORTS ... ..	(f)
1580	Generators, Smoke, Ground, No. 5, Mark V ... ..	(c) Naval Proportion Book.

A.F.O.	Subject.	Disposal.
1581	Multicore Cables in Low Power Circuits—Extension to D.2 Refits of Large Vessels ... ..	(d)
1582	Tough Rubber Sheathed, Oil-proof Taped and Fire-resisting Braided Cables—Trial ("Queen Elizabeth," etc.)—REPORTS ... ..	(d)
1583	Gangway Light ("Odin," etc., Class Submarines) ...	(b) A.F.O. 327/34.
1584	Instruments—Damage by Fumigation ... ..	(f)
1585	Davis Submerged Escape Apparatus—Purchase of CO <sub>2</sub> Absorbent ... ..	(d)
1586	Canvas Hoses for Fire Purposes—Allowances (Cruisers of "Leander," etc., Classes) ... ..	(c) Executive Establishment.
1587	Muslin Caps for Wet Bulb Thermometers ... ..	(d)
1588	White Paints—Formulae ... ..	(d)
1589	Cap Ribbons—Demands ... ..	(c) B.R. 93.
1590	Vegetable Contracts ... ..	(a)
1591	Regulations for Maintenance of Torpedoes, All Marks ...	(a)
1592	List of Changes in War Matériel—Revised Distribution... Form D.284—Account of Draught of Water and Weights	(a)
1593	—Instructions ... ..	(c) K.R. & A.I., O.U. 5225, O.U. 5332.
1594	Form D.211—Account of Weights, etc.—Abolition ...	(d)
1595	Form S.316A—Abolition ... ..	(d)
1595	Form S.367—Declaration to be Made by a Royal Marine Renewing his Service ... ..	(d)
1596	Warship Production Superintendent, Southern Area—Appointment ... ..	(a)
1597	Statistics Required by General Post Office ... ..	(a)
1598	Civilian Staffs—Appointment ... ..	(a)
1599	Draughtsmen, Second Class—Examination ... ..	(c) O.U. 5225.
1600	Increments on Promotion ... ..	(c) B.R. 669.
1601	Workpeople Holding Acting and Temporary Appointments ... ..	(c) O.U. 5225.
1602	Oil Filters and Pipe Lines—R.F.A.s "Prestol," "Scotol," and "Viscol" (Dockyards concerned) ... ..	(d)
1603	Dockyard Expense Accounts—Repayment Services—Loan of Stores—Assessment of Charges (Yards with Revised Accounting) ... ..	(c) D.A. 1737/29.
1604	Form D.316, Part 2, Section A—Abolition ... ..	(d)
1605	Return D.536—Revised Particulars for Vehicles Engaged on Routine Services ... ..	(d)
1606	<i>Issued Confidentially</i> ... ..	}
1607	<i>Issued Confidentially</i> ... ..	
1608	<i>Issued Confidentially</i> ... ..	
1609	<i>Issued Confidentially</i> ... ..	
1610	<i>Issued Confidentially</i> ... ..	
1611	<i>Issued Confidentially</i> ... ..	
1612	<i>Issued Confidentially</i> ... ..	
1613	<i>Issued Confidentially</i> ... ..	
1614	<i>Issued Confidentially</i> ... ..	
1615	<i>Issued Confidentially</i> ... ..	
1616	<i>Issued Confidentially</i> ... ..	
1617	National Anthems, Salutes and Official Marches Book—Amendments ... ..	}
1618	Training Service Regulations, 1930 ... ..	
1619	Drafting Regulations—Amendment ... ..	
1620	Vocational Training Instructions—Amendments ...	
1621	B.R. 4—Instructions relating to Supply of Naval Stores to H.M. Ships, etc. ... ..	
1622	B.R. 62—R.N.R. Regulations (Officers)—Amendments...	
1623	B.R. 82—Uniform Regulations—Poster Edition ...	
1624	B.R. 225/32—Gun Mounting Store Duties Instructions—Amendments ... ..	
1625	B.R. 669—Instructions for the Conduct of Cash Duties—Amendments ... ..	

A.F.O.	Subject.	Disposal.
1626	O.U. 5225—Home Dockyard Regulations, 1925—Amendments	§
1627	O.U. 5408/28—Naval Magazine and Explosive Regulations—Amendments	
1628	O.U. 5416/32—Tables showing Particulars in regard to Naval Ordnance—Amendment	
1629	O.U. 5420/33—Rate Book of Victualling and Royal Marine Stores—Amendments	(b) A.F.O. 2465/33.
1630	O.U. 6066A—Sight Manual, Volume II, 1930—Amendments	§
1631	O.U. 6090(D)—Range Tables for 15 in. Guns—Amendments	
1632	O.U. 6090(J)—Range Tables for 6 in. Guns—Amendments	
1633	O.U. 6146/26—Instructions for Torpedo, Depth Charge, Mine, Paravane and Minesweeping Trials	(d)
1634	O.U. 6184/30—Instructions for the Maintenance of Naval Ordnance and Gun Mountings—Amendments	
1635	O.U. 6234—Home Yard Reserve Memorandum	
1636	Naval Store Duties Instructions—Amendments	(c) O.U. 5225.
1637	Instructions for Naval Hospitals, etc., 1927—Amendments	(a)
1638	Expense Accounts Instructions, Repayment Service, 1926—Amendments	(c) G. & T. Training Manual.
1639	Professional Officers' Instructions—Amendment	
1640	Lott Naval Trust Efficiency Fund—Awards for Inventions	
1641	Publications on Official Subjects by Civil Servants	(f)
1642	Promotions to Acting Warrant Engineer, 1933	(d)
1643	Seaman Ratings—Notation of Gunnery and Torpedo Qualifications	(c) K.R. & A.I.
1644	Special Service Ordinary Telegraphists—REPORT	(b) A.F.O. 2758/33.
1645	Assistant Cooks and Assistant Stewards (C.S.)—Accelerated Advancement	(d)
1646	Boys' Training Establishment—Visits by Instructional Officers	(b) A.F.O. 1930/33.
1647	Travelling Concessions—Officers Appointed from, or Discharged to, Unemployed Time or Half-Pay	(d)
1648	Adjustment of Pay after Re-engagement—Notations	(b)
1649	Store Allowance (Destroyers of "A" and Later Classes)	(d)
1650	Sports—R.N. and R.M. Hockey Association	(d)
1651	Gyro Firing Gear in Secondary Armament Directors ("Royal Sovereign" Class)	(d)
1652	Electro-Mechanical Firing Gear, Mark III, for Q.F., 4 in., Mark V and V*, and A.V and V* Guns—Watertightness	(d)
1653	Gun Mountings, Transferable—Pressure Gauges for Recuperators	(d)
1654	Gun Mountings, 15 in., Mark I, I* and II—Handling Room Tell-Tales from Gun-loading Cages (Battleships, etc.)—REPORTS	(d)
1655	Binocular Carrier to Assist Look-outs	(d)
1656	Cordite, Lot R.N. 2275, Size 7½, Mark I—Landing	(d)
1657	Cordite, Lot R.N. 2792, Size 5, Mark I—Issue and Expenditure	(f)
1658	V.S. Tubes, 8 in. Guns—Supply of Electric Tubes, "S," Large, Mark VII	(f)
1659	Torpedo Gyroscopes—Chests, Tools and Spare Gear—Modification to Contents	(d)
1660	Torpedo Firing Pistols, Type "M"—Modification	(f)
1661	Torpedo Tubes—Modified Latch Trippers ("Oberon," etc.)	(f)
1662	Paravane Towing Wires for Use with Detached Cutters	(c) New Handbook.
1663	<i>Issued Confidentially</i>	(d)
1664	Dynamo Fuze Release Switches ("Emerald," etc.)	(d)
1665	Ring Main Breakers—Distortion of Covers Inwards under Vacuum Tests	(d)

A.F.O.	Subject.	Disposal.
1666	Gyro Compass Circuits—Megger Testing when Pattern 1164 Condensers are Fitted ... ..	(f)
1667	Catapult Superstructures—Clearance at Front Spools ...	(f)
1668	Submarine Indicator Buoys and Escape Hatches (H.M. Submarines and Dockyards concerned)... ..	(d)
1669	Not-under-Control and Stern Anchor or Overtaking Lights, Patterns 7009B and C, and Indicators, Patterns 8968/9—Requirements of Lamps and Resistances... ..	(d)
1670	Lanterns, "Aldis"—Allowance ... ..	(c) Sea Store Establishment.
1671	<i>Issued Confidentially</i> ... ..	(d)
1672	Aviation Spirit, Petrol, etc.—Filtering when Transferring from one Container to another ... ..	(d)
1673	Handles and Troughs for Grindstones—Revised Allowances ... ..	(c) Sea Store Establishment.
1674	Ready Mixed Paints—Thinners ... ..	(d)
1675	Tok Switches, Pattern 8113—Allowance (Leaders and Destroyers)... ..	(c) Destroyer Establishment.
1676	New Pattern Clips for Cable, Pattern 6178 ... ..	(d)
1677	Yeast for Breadmaking ... ..	(d)
1678	<i>Issued Confidentially</i> ... ..	(d)
1679	<i>Issued Confidentially</i> ... ..	(d)
1680	Libraries—Officers' Reference ... ..	(d)
1681	Libraries, Officers' Unit ... ..	(d)
1682	Form S.180—Survey of Structure, etc., and Report of Air Tests—Revision of Establishment ... ..	(d)
1683	Civilian Staffs—Appointments ... ..	(a)
1684	Civilian Staffs—Vacancies ... ..	(a)
1685	Clerical Classes of the Civil Service—Competitive Examination ... ..	(a)
1686	Situations of Typist and Clerk-Typist in the Civil Service—Open Competitive Examination ... ..	(a)
1687	Pensioners Employed as Civilians in Naval Establishments and Required to Wear Uniform—Allowance ...	(d)
1688	Electric Cables—Testing under Water to be Discontinued (Yards at Home and Abroad) ... ..	(c) B.R. 696.
1689	Naval Stores Supplied to other Government Departments, and Dominion, Colonial, Indian and Foreign Governments on Repayment ... ..	(c) Rate Book Appendix and Stores Duties Instructions.
1690	Forms D.74 and D.74a—Revision ... ..	(d)
1691	Second Cruiser Squadron—Transfer of Flag ... ..	(a)
1692	Time Ball Signals at Sheerness, Portland and Plymouth—Discontinuance ... ..	(a)
1693	Ogilvy Medal—Award for 1933 ... ..	(a)
1694	Interpreter—Examination, October, 1933 ... ..	(a)
1695	Low Flying Offences... ..	(d)
1696	Revisionary Navigation Course for Commissioned Officers from Warrant Rank and Officers promoted therefrom	(d)
1697	Navigation Course for Gunners, Gunners (T) and Candidates for Boatswain—Syllabus, etc. ... ..	(d)
1698	Candidates for Gunner, Gunner (T) and Boatswain—Higher Educational Test ... ..	(c) K.R. & A.I.
1699	"Acting" Ratings—Notation of Suitability for Confirmation ... ..	(d)
1700	Anti-Aircraft Lewis Gunners—Selection and Training ...	(c) K.R. & A.I. and G. & T. Training Manual.
1701	Special Service Telegraphists—Entry, Training and Advancement ... ..	(b) A.F.O. 2020/33.
1702	Libertymen—New Method of Checking ... ..	(f)
1703	Maltese Ratings—Port Division ... ..	(c) K.R. & A.I.
1704	Advancements from Port Division Rosters ... ..	(d)
1705	P.R.T. Instructors—Qualifying Course, September, 1933	(d)

A.F.O.	Subject.	Disposal.
1706	Sports—R.N. and R.M. Sports Control Board—Donation	(d)
1707	Sports—R.N. and R.M. Football Association ...	(d)
1708	Admiralty Fire Control Tables—Salvo Selector Gear on Units B. and K.—Levers to be pinned in unlocked position ...	(d)
1709	Gun Sighting Telescopes—Issue of Pattern G.351 in lieu Pattern G.349 ("Neptune" and "Orion") ...	(b) New Order will be issued.
1710	Small Arms Training of Royal Marines—Supply of Aeroplane Diagrams, etc. ...	(d)
1711	Ballistics—Lists of Current Range Tables, Fuze Scales, etc.—Amendment ...	(b) A.F.O. 172/34.
1712	Torpedo Appropriation ("Mackay") ...	(d)
1713	<i>Issued Confidentially</i> ...	(f)
1714	<i>Issued Confidentially</i> ...	(b) C.A.F.O. 2490/33.
1715	Aircraft Torpedoes—Abolition of Drogues ...	(f)
1716	Torpedo Trials of Ships building by Contract—Custody and Care of Torpedoes ...	(d)
1717	<i>Issued Confidentially</i> ...	(d)
1718	Telephones, Two-wire—Telephone Receivers, Pattern 9261 and 9263A, for use with Headsets and Telaarps ...	(d)
1719	W/T—Type 47—Transmitter 4 R—Fuze for Protection of Milliammeter and Aerial Coupling Coil (Submarines fitted with Type 47 or 47A W/T Set) ...	(f)
1720	<i>Issued Confidentially</i> ...	(b) C.A.F.O. 372/34.
1721	Naval Stores containing Precious Metals—REPORT ...	(f)
1722	Electric Psychrometer, Pattern 547, and Hand Reading Glass ...	(d)
1723	Rudder Bearings—Examination (H.M. Ships and Dockyards) ...	(c) K.R. & A.I.
1724	Submarine of "Swordfish" Class—Periods between Intermediate Dockings ...	(f)
1725	Alterations and Additions ...	(f)
1726	"Python" Pipe Cleaning Outfits—REPORT ...	(d)
1727	A.F.O. Errata Issue, dated 6th July, 1933—Amendment	(d)
1728	O.U. 5454—Regulations for Maintenance of A.W. Torpedo Tubes Powder and Air Impulse—Issue	(a)
1729	Forms S.180, S.346, S.356—Outstanding Returns for Quarter ended 30th June, 1933—REPORT ...	(d)
1730	Magazine Logs and Forms S. 1147A—Hastening ...	(a)
1731	Civilian Staffs—Appointments ...	(a)
1732	Civilian Staffs—Vacancy ...	(a)
1733	Sick Leave—Civilian Officers under Federated Universities' Superannuation Scheme ...	(c) O.U. 5225.
1734	Transferable Gun Mountings (All Dockyards) ...	(b) A.F.O. 2012/33.
1735	Paravane Fittings for H.S.M.S.—Particulars of Stocks held—REPORTS ...	(d)
1736	Murex Type G.D. Electrodes for Welding Galvanised Steel Plating ...	(d)
1737	Subhead F.2A Carbons, Pattern 4020—Examination of Stocks (Yards Home and Abroad)—REPORTS ...	(d)
1738	The "Perfect" Clip for Pneumatic Hose Connections—Introduction—REPORT ...	(d)
1739	H.M. Ships "Galatea" and "Woolwich"—1932 Programme—Supply of Naval Stores (Overseers and Dockyards)...	(d)
1740	Furniture supplied to Official Residences at Yards operating the Revised System of Accounting ...	(b) New Order will be issued.
1741	Dockyard Expense Accounts—Special Stores—Store Oncost (Yards with Revised Accounting) ...	(d)
1742	Dockyard Expense Accounts—Annual Review of Prices of Turbine Blading on Charge ...	(c) Memo. to Rate Book.
1743	Welfare Conferences, 1932 ...	(d)
1744	<i>Issued Confidentially</i> ...	(b) C.A.F.O. 869/34.

A.F.O.	Subject.	Disposal.
1745	H.M. Ships "Centurion" and "Shikari"—Administration	(f)
1746	Bertrand Stewart Prize Essay, 1934 ... ..	(c) Navy List.
1747	Prizes for Rifle and Pistol Shooting ... ..	(c) K.R. & A.I.
1748	<i>Issued Confidentially</i> ... ..	(b) New Order will be issued.
1749	Special Entry and Paymaster Cadetships in the R.N. and First Appointments in the R.M.—Vacancies ... ..	(a)
1750	Officiating Ministers of Religion—Methodist and United Board ... ..	(a)
1751	Warrant Ordnance Officer—Result of Preliminary Professional Examination held 6th June, 1933 ... ..	(d)
1752	Q.A.R.N.N.S.—Board and Washing Allowance ... ..	(a)
1753	Naval Canteens—Arrangements for 47th Meeting of the Headquarters Naval Canteen Committee ... ..	(a)
1754	Annual Breadmaking Competition—Mediterranean Fleet, 1933 ... ..	(d)
1755	National Association for Employment of Regular Sailors, Soldiers and Airmen ... ..	(d)
1756	Sports—R.N. & R.M. Sports Control Board ... ..	(d)
1757	<i>Issued Confidentially</i> ... ..	(e)
1758	Director Firing Gear—4.7-in. H.A. XII Mountings— Method of Securing the Vernier Clutch in the Drive to Elevation Receiver ("Courageous," etc.) ... ..	(d)
1759	Fire Control Communications in Destroyers—Sightsetters Voicepipe at "B" and "X" Guns—Fitting Additional Connection for O.O.Q. (Destroyers, etc.) ... ..	(b) A.F.O. 2481/33.
1760	Gun Mountings, 4-in., H.A. III and IV—Foul between Range and Deflection Dials ... ..	(c) O.U. 5220.
1761	4.7-in. C.P. XIV Mountings—Making Gun Covers Water- tight ("Codrington," etc.) ... ..	(d)
1762	Gun Mountings, 8-in., Twin, Marks I, I*, II and II*— Thermometers for Serck Oil Coolers ("Kent," etc.) ... ..	(d)
1763	Tracers, Shell, External, Mark III—Lot 5, R.L., filled W2/29—Withdrawal from Service ... ..	(d)
1764	Cartridges, S.A. Tracer, .303-in., G.I.Z. Spl. (Red Label), K.N., 20.10.18—Withdrawal ... ..	(d)
1765	Telescopes, Patterns G.330 Y and G.331 Y—Re-allocation 4-in., H.A., III and IV Mountings—Modification to Telescope Holders ... ..	(f)
1766	Tubes, Fuzes and Primers—List of A.F.Os in regard to Withdrawals, etc., from 1926 to 31.3.1933 ... ..	(b) A.F.O. 1075/34.
1767	21-in. Torpedoes, Mark IV* S. & S.O.—Blanks for New Maintenance Regulations... ..	(f)
1768	Torpedoes—Tools, combination, removing charging valves, etc., St. No. T.281—Introduction (Aircraft Carriers) ... ..	(c) Naval Proportion Book.
1769	Snatch Blocks, Pattern 8821—Modification ... ..	(d)
1770	Synchronous Units, Marks I, II and III—"M" Motor Brakes ... ..	(e)
1771	W/T, Type 43—Modifications—Supply and Fittings of Cushioning Units ... ..	(d)
1772	F.I.A. and F.I.C.—Introduction of New Electric Cable and Modification of Boards and Junction Boxes ... ..	(d)
1773	W/T—Fuzes for Aerial Ammeters, Patterns 5523, 7394, 7395 and 7561—Return of Carriers ... ..	(b) A.F.O. 249/34.
1774	W/T—Glass Transmitting Valves in S/W—Precautions... ..	(b) A.F.O. 248/34.
1775	Horseshoe Lifebuoy for Submarines—Adoption ... ..	(d)
1776	Grey Paint, Home Fleet Shade, Pattern 507B ... ..	(d)
1777	Soda Ash as an alternative to Soda Crystals for Cleaning Purposes—REPORTS ... ..	(f)
1778	Gymnastic Gear—Revised Allowances ... ..	(c) Executive Establishment.
1779	Insecticide Powder—Method of Application for Destruc- tion of Cockroaches ... ..	(d)
1780	Hot Water Supply in Pantries (Capital Ships, etc.) ... ..	(d)



A.F.O.	Subject.	Disposal.
1781	Naval Stores—Supplies from H.M. Ships on Repayment	(d)
1782	Drums for Chlorosulphonic Acid, Titanium Tetrachloride and Stannic Chloride—Accounting ... ..	(d)
1783	Contracts for Overcoats and Class I, II and III Uniform Clothing at Home Ports ... ..	(f)
1784	W/T Apparatus—Retention of certain A.F.Os. ... ..	(d)
1785	Libraries, Ships—Addition of "Endless Story"... ..	(d)
1786	B.R. 225 (1)—Addendum No. 1 to B.R. 225—Gun Mounting Store Duties Instructions—Issue ... ..	(d)
1787	Principal (Ship) Overseer for Construction of H.M. Ships "Electra" and "Encounter"—Appointment ... ..	(a)
1788	Transferable Gun Mountings—Clips for Cables (H.M. Dockyards)... ..	(f)
1789	Torpedoes—Loading and Stowage Strops... ..	(f)
1790	Oil Lanterns, Patterns 300, and 320A—Supply by Admiralty—REPORTS ... ..	(c) Sea Store Establishment.
1791	Oil Fuel Sprayer Caps—Examination of Stocks ... ..	(d)
1792	Washers, Thackery, Phosphor Bronze—New Patterns ... ..	(d)
1793	<i>Issued Confidentially</i> ... ..	(f)
1794	New Construction Submarines ... ..	(d)
1795	Air Work in Aircraft Carriers and Ships carrying Aircraft—Periodical REPORTS ... ..	(b) A.F.O. 308/34.
1796	Trafalgar Day—Wreaths ... ..	(a)
1797	Judge-Advocate of the Fleet—New Appointment ... ..	(d)
1798	Officiating Ministers of Religion—Methodist and United Board ... ..	(a)
1799	Officiating Ministers of Religion (Douglas, Isle of Man)... ..	(a)
1800	Lecture Library—Scope and Use ... ..	(f)
1801	Instructional Films—Use—Facilities for Manufacture—Instructional Film Library ... ..	(b) New Order will be issued.
1802	Fleet Photography—Sale of Photographs—Custody and Disposal of Materials—Photographic Library ... ..	(f)
1803	Saluting—Royal Marine Police ... ..	(d)
1804	Naval Ratings and Royal Marines disembarked for Duty at R.A.F. Stations at Home—Supply of Clothing and Soap ... ..	(b) A.F.O. 180/34.
1805	Marriage Allowance—Payment for Children where Attendance at School is Compulsory to the age of 15 ... ..	(d)
1806	Admiralty Surgeon and Agent (Hastings)... ..	(c) Navy List.
1807	Sports—Arbuthnot Auto-Cycle Trial ... ..	(a)
1808	<i>Issued Confidentially</i> ... ..	(f)
1809	Breech Mechanisms, B.L., 4 in. Guns—Box Slide, "F," Mark I—Modification to facilitate working ... ..	(b) A.F.O. 41/34.
1810	Q.F., 4-in., Mark XII—Modification to Breech Mechanism	(d)
1811	<i>Issued Confidentially</i> ... ..	(e)
1812	<i>Issued Confidentially</i> ... ..	(f)
1813	<i>Issued Confidentially</i> ... ..	(e)
1814	<i>Issued Confidentially</i> ... ..	(e)
1815	Gun Mountings, 15 in., Gun-sighting Periscopes—Air and Water Window Cleaning Apparatus ("Royal Sovereign," etc.) ... ..	(b) New Order will be issued.
1816	Gun Mountings, 8 in., Mark I—Supply of Special Duty Journal Type Ball Bearings ("Kent," etc.) ... ..	(f)
1817	Cordite—Landing—Destruction ... ..	(d)
1818	Primers, Percussion, No. 9 and No. 10, Fired—Cleaning prior to Repair and Refilling ... ..	(f)
1819	Steel Ammunition Boxes—Colour of Stencilling on Unpainted Boxes ... ..	(d)
1820	Torpedoes, 21 in., Mark IX—Adjustments when Run to Hit with Collision Heads ... ..	(c) Maintenance Regulations.
1821	Torpedoes, 18 in., VIII* F.A.A.—Fitment of New Pattern Air Lever ... ..	(f)
1822	Torpedoes and Stores—Strainers, St. No. 891 ... ..	(d)

A.F.O.	Subject.	Disposal.
1823	Torpedoes and Stores—Cocks, blowing down Generator, St. No. T.282—Introduction ... ..	(c) Naval Proportion Book.
1824	Torpedoes and Stores—Bars launching-in Torpedoes, St. Nos. T.260B and T.260C—Introduction ... ..	(f)
1825	Torpedoes and Stores—Withdrawal of certain items from Tool Chests, etc. ... ..	(d)
1826	Torpedo Stores—Holder for Valve Cone Liner of Gyroscopes ... ..	(c) Naval Proportion Book.
1827	<i>Issued Confidentially</i> ... ..	(f)
1828	Tubes, Percussion, Impulse, Torpedo, Mark III, Lot No. 9—Withdrawal ... ..	(f)
1829	Special Mineral Lubricating Oil—Spontaneous Ignition Temperature ... ..	(c) B.R. 16, Art. 78.
1830	Holder for Signal Pad and Torch ... ..	(b) A.F.O. 601/34.
1831	Second Steaming Light (R.F.A.s) ... ..	(d)
1832	Chernikeef Logs—Impellers ... ..	(b) New Order will be issued.
1833	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 94/34.
1834	Rowlocks for Cutters—Increase in Width and Introduction of New Pattern Gun Metal Lining, Pattern 852 ... ..	(d)
1835	F.I.A.—W/T, Asdic, Hydrophone, Echo-Sounding and Wa/T Stores—Dates by which required to be available for Ships Building ... ..	(c) O.U. 5332.
1836	Cable, Electric, Rubber Insulated, solid filled tough rubber sheathed, tinned, copper braided—Introduction	(d)
1837	Carpets, Rugs and Mats—New Design of Service Patterns—REPORTS ... ..	(d)
1838	R.F.A. Vessels when alongside Dockyards, Wharves, or in Hand for Repairs ... ..	(c) R.F.A. Regulations.
1839	“Regulations for Maintenance of Torpedoes”—Issue of New O.U. Publications ... ..	(a)
1840	B.R. 174—Organisation and Drill for the 3·7-in. Howitzer—Revision ... ..	(d)
1841	Turning Trials—Form D.500 (Dockyard and Contractors)	(d)
1842	Civilian Staffs—Appointments ... ..	(a)
1843	Civilian Staffs—Vacancy ... ..	(a)
1844	Retired Officers of the R.N. and R.M. Serving in Civilian Grades—Class of Railway Accommodation ... ..	(b) A.F.O. 113/34.
1845	Ironplate Workers' Ware, Schedule 30 ... ..	(d)
1846	Corticene—Laying in H.M. Ships (Dockyards and Overseers) ... ..	(f)
1847	Form D.378A—Abolition ... ..	(d)
1848	Forms D.788a, etc.—Abolition ... ..	(d)
1849	<i>Issued Confidentially</i> ... ..	} §
1850	<i>Issued Confidentially</i> ... ..	
1851	<i>Issued Confidentially</i> ... ..	
1852	<i>Issued Confidentially</i> ... ..	
1853	<i>Issued Confidentially</i> ... ..	
1854	<i>Issued Confidentially</i> ... ..	
1855	<i>Issued Confidentially</i> ... ..	
1856	<i>Issued Confidentially</i> ... ..	
1857	<i>Issued Confidentially</i> ... ..	
1858	<i>Issued Confidentially</i> ... ..	
1859	<i>Issued Confidentially</i> ... ..	
1860	<i>Issued Confidentially</i> ... ..	
1861	<i>Issued Confidentially</i> ... ..	
1862	<i>Issued Confidentially</i> ... ..	
1863	<i>Issued Confidentially</i> ... ..	
1864	<i>Issued Confidentially</i> ... ..	
1865	<i>Issued Confidentially</i> ... ..	
1866	Drafting Regulations—Amendments ... ..	
1867	B.R. 4—Instructions relating to Supply of Naval Stores to H.M. Ships, etc. ... ..	
1868	B.R. 62—R.N.R. Regulations (Officers)—Amendments	

A.F.O.	Subject.	Disposal.
1869	B.R. 63—R.N.R. Regulations (Men), 1933—Amendments	}
1870	B.R. 65—R.N.V.R. Regulations, 1933 ... ..	
1871	B.R. 91—General Instructions for the Training of Artificer Apprentices ... ..	
1872	B.R. 91B—General Instructions for the Training of Mechanician Candidates ... ..	
1873	B.R. 669—Instructions for the Conduct of Cash Duties, 1933—Amendments ... ..	
1874	O.U. 5225—Home Dockyards Regulations (1925)—Amendments ... ..	
1875	O.U. 5408/28—Naval Magazine and Explosives Regulations—Amendments ... ..	
1876	O.U. 5427—Defence Against Gas (Navy)—Amendment No. 8 ... ..	
1877	O.U. 5428—Amendments ... ..	
1878	O.U. 6234—Reserves of Naval Stores to be maintained at H.M. Dockyards, etc., at Home—Amendments ... ..	
1879	O.U. 6235—Handbook for 4.7-in., C.P., Mark XIV and C.P. (S), Mark XVI Mountings, 1933—Amendment ... ..	
1880	Store Duties Instructions—Amendments... ..	
1881	Instructions for the Naval Hospitals and Other Medical Establishments at Home and Abroad, 1927—Amendment ... ..	
1882	Spanish National Festivals ... ..	
1883	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 31st March, 1933 ... ..	(f)
1884	Staff Course, 1934—Additional Officers Selected ... ..	(d)
1885	Professional Examination for Warrant Wardmaster, July, 1933—Result ... ..	(a)
1886	Petty Officer—Advancement—Application for Professional Examination ... ..	(d)
1887	New Zealand Naval Forces—R.N. Personnel Transferred or on Loan—Pay, etc. ... ..	(b) New Order will be issued.
1888	National Association for Employment of Regular Sailors, Soldiers and Airmen ... ..	(b) New Order will be issued.
1889	Sports—R.N. & R.M. Sports Control Board—Donation	(d)
1890	Fire Control Instruments—Azimuth Repeater in 15-in. Spotting Top ("Queen Elizabeth") ... ..	(d)
1891	H.A.C.S. I Calculating Tables—Spares ... ..	(d)
1892	Anti-Aircraft Equipment—Spotting Training—Use of Models to simulate Fall of Shot ... ..	(d)
1893	<i>Issued Confidentially</i> ... ..	(e)
1894	Explosive Packages containing Fixed Ammunition—Marking by Colour Bars ... ..	(b) A.F.O. 1176/33.
1895	<i>Issued Confidentially</i> ... ..	(d)
1896	T.S.D.S.—New Towing Wires ... ..	(c) Paravane Handbook.
1897	Searchlights—Carbons for 36-in. H.C.D. Lamps ... ..	(d)
1898	Admiralty Chronometers and Watches—Transfer of Stock from Bombay to Colombo ... ..	(c) Navigation Manual.
1899	Tools for Tubing Surface Condensers ... ..	(c) Sea Store Establishment.
1900	W/T—Modern Receiving Apparatus—Reduction of Cross-Talk and Low Frequency Interference to Reception (Ships fitted with Racks, etc.) ... ..	(b) New Order will be issued.
1901	W/T—Tuner Amplifier B11—Modification (Ships, etc., concerned)—REPORT ... ..	(d)
1902	Electric Navigation Lanterns for Motor Boats—Rubber Ring ... ..	(c) Sea Store Establishment.
1903	Stop Watches—Care in Use ... ..	(d)
1904	Remote Control Offices—Ventilation (Capital Ships, etc.)—REPORT ... ..	(d)
1905	Leather Seated Screw-down Spraying Valves in Magazines—Replacement—REPORT ... ..	(d)
1906	Stoves, Slow Combustion, for Destroyers ... ..	(d)

A.F.O.	Subject.	Disposal.
1907	Liquid Metal Polish Manufactured from Neuburg Chalk Substitute—REPORT ... ..	(d)
1908	Bottom Plating—Scaling (H.M. Ships and Dockyards concerned) ... ..	(b) A.F.O. 2002/33.
1909	Air Ministry Publications—Distribution and Accounting	(b) A.F.O. 660/34.
1910	B.R. 226—Establishment of Spare Parts and Tools for Transferable Gun Mountings, 1933—Issue ... ..	(d)
1911	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
1912	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
1913	Plotting Form S.376—Revision ... ..	(d)
1914	Typewriters—Repair Agents ... ..	(d)
1915	Civilian Staffs—Appointments ... ..	(a)
1916	Civilian Staffs—Vacancies ... ..	(a)
1917	Nomenclature of Spare Parts and Tools for Transferable Gun Mountings—Proposed Amendments to Rate Book, O.U. 5393/31 ... ..	(f)
1918	Gyro Compass Stores—Annual REPORTS ... ..	(c) Handbook.
1919	Chain Cables, etc.—Contract Schedule 94 (H.M. Dockyards at Home and Abroad) ... ..	(d)
1920	Planes, Patterns 461, 459, 460, 462 and 1098B—Sealed Patterns ... ..	(d)
1921	Dockyard Expense Accounts—Loan Tool Store (Yards with Revised Accounting) ... ..	(f)
1922	Belgian Ports—Visits ... ..	(f)
1923	<i>Issued Confidentially</i> ... ..	(c) C.B. 3001.
1924	Fleet Air Arm Aircraft—Flying Restrictions ... ..	(f)
1925	Probationary Officers, Royal Marines—Syllabus of Seamanship and Chart Work Course ... ..	(d)
1926	Promotion to Acting Warrant Engineer—October, 1933—September, 1934 ... ..	(d)
1927	Artificer Apprentices—Recommendation of Candidates with Service Claims ... ..	(d)
1928	Carbon Monoxide Poisoning—Examination of Blood Specimens in Suspected Cases ... ..	(f)
1929	Admiralty Surgeon and Agent (Thurso) ... ..	(c) Navy List.
1930	Store Allowance ("Acasta" and later classes) ... ..	(c) K.R. & A.I.
1931	Vocational Training—Summary of Training carried out during period 1.10.1932–31.3.1933 ... ..	(d)
1932	Sports—Athletic Championships, 1933 ... ..	(d)
1933	Sports—R.N. and R.M. Sports Handbook ... ..	(d)
1934	Guns, Machine, Vickers, .5-in., Mark III—Introduction of new Design of Guard Roller (Mark II) ... ..	(d)
1935	Guns, 3-in.—Davits ("Duncan," etc.)—REPORTS ... ..	(e)
1936	Gun Mountings, 4.7-in., C.P.XIV—Modification to Stops of Loading Tray (Leaders, etc.) ... ..	(f)
1937	Cordite Lots bearing the suffix "D.R."—Deletion of the letter "D" ... ..	(d)
1938	Small Arms Ammunition, .303-in. (Red Label), of 1925 or earlier Manufacture—Relegation to "Ground Service" ... ..	(d)
1939	<i>Cancelled</i> ... ..	Cancelled No.
1940	21-in. Torpedoes, Mark IV*, S. and S.O.—Blanks for new Maintenance Regulations... ..	(b) Litho amended.
1941	Torpedo Gyroscopes—Fitment of New Pattern Relay Valves and Valve Cone Liners ... ..	(c) Naval Proportion Book.
1942	Bow and Steaming Lights—Dimming Arrangements ("Oberon," etc.) ... ..	(f)
1943	Projectors, Signalling, 10-in.—Earthing ... ..	(f)
1944	Shell Hoist Motor Circuits—Indicating Lights (8-in. Gun Cruisers) ... ..	(b) A.F.O. 948/34.
1945	Signalman's Instructional Box, Pattern 36 (H.M. Ships, etc.) ... ..	(d)
1946	Second Steaming Lights—Fitting (Tugs, Mooring Vessels, etc.) ... ..	(d)

A.F.O.	Subject.	Disposal.
1947	Stop Watches for use with Instruments—Allowance ...	(c) Sea Store Establishment.
1948	Carbon Brushes for "Revo" Overhead Fans—Addition to Authorised List ...	(d)
1949	Paint for Spraying Flight Decks (Aircraft Carriers) ...	(d)
1950	Rigging Exposed to Action of Funnel Gases—Periodical Test ...	(d)
1951	Titanium Tetrachloride ...	(d)
1952	Lee Rails for Cabin Bed-berths and Bedsteads ...	(d)
1953	Culinary Fuel (R.A.F's.) ...	(c) R.F.A. Regulations.
1954	<i>Issued Confidentially</i> ...	(d)
1955	Papers on Engineering Subjects, No. 14 series—Issue ...	(d)
1956	B.R. 222—"Notes on W/T Sets"—Issue of New Pages ...	(d)
1957	Form D.495—Report of Docking ...	(b) A.F.O. 2601/33.
1958	Form O.1—Amendment ...	(c) Form O.1.
1959	O.U. 5408A (1)—Addendum No. 1 to O.U. 5408A, Naval Cordite Regulations—Issue ...	(d)
1960	O.U. 6090(B)—Range Table for 4.7-in. Guns—Table No. 313, page 1, dated July, 1933—Issue ...	(d)
1961	O.U. 6090(K)—Range Table, No. 139A, for Q.F. 4-in. Gun, Mark V—page 1 (revised)—Issue... ...	(d)
1962	Form S.1246E—Stewards' History Sheet ...	(d)
1963	International Telecommunication Convention—Issue ...	(d)
1964	Correspondence—"Matériel-Personnel" ...	(c) K.R. & A.I.
1965	Civilian Staffs—Appointments ...	(a)
1966	Loading Teachers—6-in., Type "E," for "Achilles," "Neptune" and "Orion" ...	(a)
1967	Gun Mountings—Fescolised Training Rollers ...	(f)
1968	Moving Coil Hydrophones in Submarine—Replacement ...	(d)
1969	Flashing Lanterns, Patterns 1 and 2—REPORT ...	(d)
1970	Clips, Flag, G.M., Patterns 100 and 101 ...	(d)
1971	Money Chests and Confidential Chests—Renewal of Locks and Keys ...	(c) Store Duties Instructions, Art. 372.
1972	T.G. 29A—Specification for Hemp Ropes, White and Tarred—Amendment No. 2 ...	(d)
1973	T.G. 31—Specification for Twine—Amendment No. 1 ...	(d)
1974	Protocol for the Prohibition of the Use in War of Asphyxiating, Poisonous and other Gases, and of Bacteriological Methods of Warfare ...	(c) Naval Prize Manual.
1975	Consular Appointment ...	(d)
1976	Audit of Ships' Central Store Accounts—Status and Functions of Officers of Exchequer and Audit Department (Ships, etc., Centrally Stored) ...	(f)
1977	Long Signal Course—Officers Selected ...	(a)
1978	Naval Observers—Syllabus—Amendment ...	(d)
1979	R.A.N. Officers Serving in the R.N.—Recommendations for Promotion ...	(b) New Order will be issued.
1980	Railway Warrants ...	(b) New Order will be issued.
1981	Admiralty Surgeon and Agent (Catford) ...	(c) Navy List.
1982	Sports—R.N. and R.M. Rugby Union ...	(a)
1983	Director Firing Gear—Bombardment Levels (all Ships, etc.)—REPORTS ...	(d)
1984	Spotting Training—Use of Models to simulate Fall of Shot Breech Mechanisms, O.B.L., 8 in., Marks VIII and VIII* —Catch Retaining Breech Mechanism Open—REPORTS ...	(d)
1986	4.7 in., C.P. XIV Mountings—Support for Drill Cartridge (Leaders, etc.) ...	(d)
1987	Rangefinders, 3-metre, F.Q.22 on M.T.27 Mountings—Modification to Range-setting Knob on S.L.8 Height Attachment ("Bideford," etc.) ...	(f)
1988	Cartridges, S.A., Ball, .303 in., Mark VII, of all Makes Manufactured prior to 8.4.26—Early Expenditure ...	(f)

A.F.O.	Subject.	Disposal.
1989	Red Label Ammunition—Re-labelling of Packages ...	(d)
1990	Cordite, Sub-lot R.N. 2227XB, Size 8 M.C.—Destruction	(d)
1991	<i>Issued Confidentially</i> ... ..	(d)
1992	Diving Gear—Panels for Divers' Air Supply—Introduction ("Medway," etc.)—REPORTS ...	(c) Diving Manual.
1993	Main Motor Starting Resistances—Isolating Link ("Rainbow," etc.) ... ..	(d)
1994	W/T—Standard Procedure in Great Britain for Display of Lights on Masts at W/T Stations ... ..	(f)
1995	W/T—Boards, Terminal, Patterns 6894 and 6894a ...	(d)
1996	<i>Issued Confidentially</i> ... ..	(d)
1997	Lamp, Electric, for C.H. Periscopes—Addition to Authorised List of Naval Stores ... ..	(d)
1998	Grey Paint, Home Fleet Shade, Pattern 507B ... ..	(d)
1999	Furniture—Revised Allowances (Leaders, etc.) ... ..	(c) Sea Store Establishment.
2000	Curtain Colourings for H.M. Ships ... ..	(c) K.R. & A.I., Art. 1178.
2001	Rubber, Vulcanised—Government Department Specification T.G.25A ... ..	(d)
2002	Bottom Plating—Scaling (Ships and Dockyards) ...	(f)
2003	Provision Issuing Prices—Messing, Victualling, General Mess, Provision, etc., Allowances—Half-yearly Revision	(d)
2004	Diaries, etc., 1934—Issue ... ..	(a)
2005	Forms M.52 and M.56—Combination ... ..	(d)
2006	Regulations for Maintenance of Torpedoes—Issue of New O.U. Publications ... ..	(a)
2007	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
2008	Civilian Staffs—Appointments ... ..	(a)
2009	Civilian Staffs—Vacancies ... ..	(a)
2010	Burners—Rate of Pay ... ..	(d)
2011	"Cleanine"—Substitute ... ..	(d)
2012	Transferable Gun Mountings (all Dockyards) ... ..	(f)
2013	Aldis Lanterns—Amendments to Pattern Numbers ...	(d)
2014	Private Wireless Apparatus—Installation in Admiralty Buildings ... ..	(b) A.F.O. 1094/33.
2015	Lignum Vitæ—Trial of Jamaican Product—REPORTS	(d)
2016	Solid Drawn Boiler Tubes—History ... ..	(c) Store Duties Instructions.
2017	Sailing Orders for H.M. Ships ... ..	(f)
2018	Sloops and T.S.M.S., 1931 and 1932 Programme—Allocation ... ..	(f)
2019	General Medical Council—Election of three Medical Practitioners ... ..	(a)
2020	Special Service Telegraphists—Entry, Training and Advancement ... ..	(c) K.R. & A.I.
2021	Special Service Signalmen—Entry, Training and Advancement ... ..	(c) K.R. & A.I.
2022	Captain of Gun—Abolition ... ..	(c) Gunnery Training Manual.
2023	Stokers—Advancement of provisionally Selected Mechanician Candidates—Selection of Candidates for Acting Sub-lieutenant (E) or Warrant Mechanician ...	(c) K.R. & A.I.
2024	Seaman Boys—Accelerated Advancement ... ..	(b) New Order will be issued.
2025	Bands—Proceeding Ashore in Service Vessels—Insurance	(b) A.F.O. 1356/34.
2026	National Association for Employment of Regular Sailors, Soldiers and Airmen—Publicity ... ..	(f)
2027	Sports—R.N. and R.M. Athletic Association ... ..	(a)
2028	<i>Cancelled</i> ... ..	Cancelled Number.
2029	<i>Issued Confidentially</i> ... ..	(d)
2030	Gun Mountings—Mixture for Use in Intensifiers ...	(f)
2031	Film Spools—Return of Empties ... ..	(d)
2032	<i>Issued Confidentially</i> ... ..	(f)
2033	Torpedoes—Ribbon Strops for Loading and Transporting	(f)
2034	Torpedo Tubes—Responsibility for Care and Maintenance	(f)
2035	<i>Issued Confidentially</i> ... ..	(d)
2036	Oil Fuel—Amendments to Specifications, Descriptions, etc.	(b) A.F.O. 2066/33.

A.F.O.	Subject.	Disposal.
2037	Extempore High-frequency Transmitting and Receiving W/T Sets—REPORTS ... ..	(b) A.F.O. 2150/33.
2038	W/T Equalising Unit, Pattern 1131A—Introduction ...	(d)
2039	W/T—Types 37 and 37S—Interference of Reception—REPORTS ... ..	(f)
2040	Second Steaming Lights—Fitting (H.M. Ships and Dock-yards concerned) ... ..	(d)
2041	Portable Rails around Hatches ... ..	(f)
2042	Methyl Chloride Cooling Machines—Precautions ...	(c) B.R. 16, Art. 280.
2043	Cable, Electric, Rubber Insulated, Single and Multicore, Oil-proof Taped and Braided, and Cellulose Varnished—Introduction ... ..	(d)
2044	Paints—Dry Colours and Oil Pastes ... ..	(d)
2045	H.M.S. "Robin"—Storing Arrangements ... ..	(d)
2046	Whalebone and Bass Brooms—Trial—REPORTS ...	(d)
2047	Admiralty Fleet Orders—Scale of Distribution ... ..	(c) A.F.O. Vol. General Instructions.
2048	B.R. 49 (1933)—Issue of Revised Edition... ..	(d)
2049	B.R. 171A—Admiralty Handbook of W/T, Appendix "A"—Establishment ... ..	(d)
2050	{ Forms D.232B, C and D—Annual Returns of Small Craft—Amendment ... ..	(d)
	{ Form D.232—Annual Return of Vessels not in Commission—Institution ... ..	(d)
2051	Form D.293A—Amendment ... ..	(d)
2052	Civilian Staffs—Appointment ... ..	(a)
2053	Civilian Staffs—Return to be rendered Yearly instead of Half-yearly... ..	(a)
2054	Weights and Measures, Weighbridges and Weighing Machines—Examination—REPORTS ... ..	(c) O.U. 5225 and Regulations for Naval Yards Abroad.
2055	Iron Chain Cable, etc.—Specification D.N.C./M/S.W.11... ..	(d)
2056	Moulding Boxes, etc.—Purchases to Sketches ... ..	(d)
2057	Observers' Course—Dates ... ..	(d)
2058	Officiating Ministers of Religion—Methodist and United Board ... ..	(a)
2059	R.N. Rifle Association and National Rifle Association Meetings, Bisley, 1933—Results ... ..	(d)
2060	Sports—R.N. and R.M. Sports Control Board—Donation ...	(d)
2061	Sports—Arbuthnot Auto-Cycle Trophy Trials ... ..	(a)
2062	Guns, 2 pdr., Sub-calibre—Stowage ("Codrington" and "Acasta" Class and later Leaders and Destroyers) ...	(d)
2063	Cordite—Landing—Destruction ... ..	(d)
2064	Fuzes, D.A., No. 131—Care in Handling and Inspection for Damage ... ..	(f)
2065	Torpedoes—Protective Coating against Rusting of Engines ... ..	(d)
2066	Oil Fuel—Amendments to Specifications, Descriptions, etc. ... ..	(d)
2067	Steam Drainpipes—Modification—REPORTS ... ..	(d)
2068	Cast steel Condenser Doors ... ..	(d)
2069	18 in. Signalling Projectors—Mirror Securing Clips ...	(d)
2070	Draught, Heel and Trim Indicators ... ..	(d)
2071	Aircraft Catapults—Recording Instruments, Speedometers—REPORTS ... ..	(d)
2072	Boxes, Electrical, Distribution and Section—Improved Design ... ..	(d)
2073	Circuit Breakers—Dashpot Oils ... ..	(d)
2074	W/T and Asdic Sets—Prime Movers ... ..	(d)
2075	Battery Ventilation ("Thames" and "Porpoise") ...	(b) New Order will be issued.
2076	Siphon Pens for Munro Wind Speed Indicators ... ..	(d)
2077	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 707/34.

A.F.O.	Subject.	Disposal.
2078	Charts to be added to Rate Book ... ..	(d)
2079	Fresh Water Tank Coatings ... ..	(d)
2080	Canvas Combination Suits for Loan Issue to Stokers when Employed as Bricklayers ... ..	(c) B.R. 93.
2081	Sou'westers—Loan Issue to Signal Ratings ... ..	(c) B.R. 93.
2082	<i>Issued Confidentially</i> ... ..	(d)
2083	B.R. 5—Amendment of Established Allowance ... ..	(d)
2084	B.R. 24—Government Telegraph Code—Issue of Revised Edition ... ..	(d)
2085	Form C.10a—Abolition ... ..	(d)
2086	Form O.28—Card Index for Recording "Dues Inward" —Introduction ... ..	(c) Form O.1.
2087	O.U. 5455—Torpedo Drill Book—Above Water Revolving Tubes—Distribution ... ..	(a)
2088	Form S.408—Abolition ... ..	(d)
2089	International List of Radiotelegraph Stations, etc.— Issue of New Edition ... ..	(d)
2090	Civilian Staffs—Appointments ... ..	(a)
2091	Smoke Helmets, Pattern 200—Use for Fire Fighting Purposes ... ..	(d)
2092	Senhouse Slips—Disposal of Surplus Stocks ... ..	(d)
2093	<i>Issued Confidentially</i> ... ..	}
2094	<i>Issued Confidentially</i> ... ..	
2095	<i>Issued Confidentially</i> ... ..	
2096	<i>Issued Confidentially</i> ... ..	
2097	<i>Issued Confidentially</i> ... ..	
2098	<i>Issued Confidentially</i> ... ..	}
2099	<i>Issued Confidentially</i> ... ..	
2100	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 2452/33.
2101	Drafting Regulations—Amendments ... ..	}
2102	R.N.A.S.B.R. Regulations—Amendments ... ..	
2103	B.R. 4—Instructions relating to Supply of Naval Stores to H.M. Ships, etc. ... ..	
2104	B.R. 17—R.N. Field Service Pocket Book—Amendment	}
2105	B.R. 65—R.N.V.R. Regulations, 1933 ... ..	
2106	B.R. 93—Manual of Victualling—Amendments ... ..	
2107	B.R. 155—Diving Manual, 1916—Amendment ... ..	
2108	B.R. 161—R.N. Handbook of Musketry and Pistol Practices for H.M. Fleet, 1923—Amendments... ..	
2109	B.R. 161 (2)—Addendum No. 2 (1929) to R.N. Handbook of Musketry and Pistol Practices for H.M. Fleet, 1923— Amendments ... ..	}
2110	B.R. 173—Handbook for 3 in., Q.F. Gun, Mark I, on H.A., Mark II and IIA Mountings, 1918—Amendment	
2111	B.R. 178 (late O.U. 5056)—Handbook for 4.7 in., B.L., Mark I Gun, on C.P. VI Mounting, 1918—Amendment	
2112	B.R. 203—Drill for 4.7 in., B.L., and 4 in., B.L. Guns, 1928—Amendments ... ..	
2113	B.R. 212—Handbook for Q.F., 3 in. Gun, Mark III, on Mark IV Mounting, and Mark IV Gun on Mark IVA Mounting, 1917—Amendments ... ..	
2114	B.R. 224—Gunnery Pocket Book, 1932—Amendment ...	}
2115	B.R. 225/1932—Gun Mounting Store Duties Instructions —Amendments ... ..	
2116	B.R. 669—Instructions for Conduct of Cash Duties, 1932 —Amendments ... ..	
2117	D.621A—Instructions for Preparation of Annual Demands at Yards Abroad ... ..	
2118	O.U. 5225—Home Dockyard Regulations, 1925—Amend- ments ... ..	
2119	O.U. 5316—Naval Prize Manual; O.U. 5316 (2)— Addenda No. 2—Amendment ... ..	
2120	O.U. 5320—Depth Charge Drill Book—Amendments ...	



A.F.O.	Subject.	Disposal.
2121	O.U. 5408/1928—Naval Magazine and Explosives Regulations—Amendments ... ..	>§
2122	O.U. 5441—Maintenance of Submarine Torpedo Tubes—Amendment ... ..	
2123	O.U. 6003—Handbook for 13·5 in., B.L., Mountings, Mark II**—Amendment ... ..	
2124	O.U. 6005—Addenda to Hydraulic Manual, 15 in., Mark I Mountings—Amendment ... ..	
2125	O.U. 6142A—Manual for Power-worked Mountings, Book I, 1921—Amendments ... ..	
2126	O.U. 6213—Handbook for 16 in., B.L., Mark I Gun on Mark I Triple Mounting—Amendment ... ..	
2127	O.U. 6234—Reserves of Naval Stores to be maintained at H.M. Dockyards, etc., at Home—Amendments ... ..	
2128	Store Duties Instructions—Amendments ... ..	
2129	Instructions for the R.N. Hospitals and other Medical Establishments at Home and Abroad, 1927—Amendments ... ..	
2130	Regulations for H.M. Naval Yards Abroad—Amendment	
2131	Expense Accounts Instructions, Repayment Services 1926—Amendment ... ..	
2132	Advanced Torpedo Course—Award of Prize of £20 ... ..	(a)
2133	Advanced Engineering Course—Award of Prize of £20 ... ..	(a)
2134	Navigating Officers' Remark Books ... ..	(a)
2135	Naval Ordnance, etc., Inspection—New Titles of certain Posts ... ..	(c) Navy List.
2136	Special Mining Course ("Porpoise" Class) ... ..	(d)
2137	Ordinary Signalmen and Ordinary Telegraphists—Sea-time Qualification for Advancement ... ..	(f)
2138	Character Assessments of Ratings Discharged "Services no longer Required" ... ..	(d)
2139	Sports—R.N. and R.M. Swimming Championships, 1933—Results ... ..	(a)
2140	Breech Mechanisms, Q.F., 3·7 in., Howitzer, Marks I and II—Lever, Firing, Mark I—Modification ... ..	(d)
2141	Breech Mechanisms—Catapult Aircraft—Strengthened Striker Main Spring ... ..	(d)
2142	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 1573/33.
2143	Flexible Voicing and Gear—Allowances (Home Fleet, etc.)—REPORTS ... ..	(d)
2144	Blowing Heads—Modification to 21 in., Marks II-V ... ..	(f)
2145	Torpedo Stores—Washers, Copper, Celluloid, Paper and Leather—Replacement by Fibre Washers ... ..	(c) Naval Proportion Book.
2146	Submarine Torpedo Gyroscopes—Trial of Anti-Rusting Coating—REPORT ... ..	(f)
2147	Two-Speed Destroyer Sweep—Abolition of Temporary Speed Limit ... ..	(d)
2148	Binnacles, Patterns 194 and 196—Improvement to Lighting ... ..	(f)
2149	Signal and Remote Control Communications (Capital Ships Fitted as Flagships) ... ..	(f)
2150	Extempore High Frequency Transmitting and Receiving W/T Sets—REPORTS ... ..	(c) B.R. 4.
2151	Fire, Torpedo, etc., Control Apparatus—Method of Accounting ... ..	(b) A.F.O. 422/34.
2152	Quick Release Couplings for Use of Vessels Carrying Aircraft ... ..	(d)
2153	Seaplane Anchors—Supply and Stowage ... ..	(d)
2154	Government Stores—Shipments to South American Ports for H.M. Ships ... ..	(f)
2155	Towage Assistance for H.M. Ships and Vessels in Terneuzen—Ghent Canal ... ..	(b) A.F.O. 1371/33.
2156	Forms D.176 (Inside) and D.176 (Outside, Ship's)—Report of Stocktaking of Naval Stores—Amendment	(d)

A.F.O.	Subject.	Disposal.
2157	Form T.S.121 (Logarithm Cards)—Corrections ...	(d)
2158	Form S.213—Abolition ...	(d)
2159	Forms S.305 and S.306—Amendment ...	(d)
2160	Form S.307—Revision ...	(d)
	Form S.350—Certificate after Commissioning Trial— Abolition ...	(d)
2161	Form D.237a (S.339a)—Certificate of Completion of Defects—Amendment ...	(c) Regulations amended.
	Form D.448—Report of Inspection—Amendment ...	(f)
2162	Ten-Letter Groups in Code Language—Abolition ...	(f)
2163	Civilian Staffs—Appointments ...	(a)
2164	Civil Service Approved Associations ...	(d)
2165	Naval Armament Laboratory Records—REPORT ...	(d)
2166	Diving Gear—Disposal (Home Yards only) ...	(d)
2167	Cable, Iron Chain, and Cable Accessories—Periodical Heat Treatment and Re-test—Revised Procedure ...	(c) New Handbook.
2168	Punches, Steel, Combined Starting and Driving, for Use with Shackles ...	(b) A.F.O. 951/34.
2169	Petrol Hoses—Connections ...	(d)
2170	Subhead F.2A—Carbons, Pattern 8712—Disposal (Chatham, etc.) ...	(d)
2171	International Days, 1934—Measurement of Upper Winds and Upper Air Temperatures over the Sea ...	(d)
2172	International Code of Signals—New Edition ...	(d) See A.F.O. "S" 214/33.
2173	Towed Air Targets—Nomenclature ...	(f)
2174	H.A. Firings—Marking ...	(b) New Order will be issued.
2175	Foreign Literature—Purchase for use of Junior Officers...	(c) K.R. & A.I.
2176	R.N.R. and R.N.V.R. Ratings suffering from Defective Colour Vision ...	(d)
2177	Standard Meal—Constitution ...	(b) A.F.O. 2758.33.
2178	Annual Breadmaking Competition—China Station, 1933	(d)
2179	Director Firing Gear—Modification to Deflection Setting Handwheel in R.E. and D Unit ("Leander" and "Achilles") ...	(f)
2180	Director Firing Gear—Spares and Replace Parts. (All Ships and Establishments) ...	(f)
2181	Gun Mountings—Requisitions or Spare Parts, etc. (All Ships and Establishments) ...	(c) K.R. & A.I.
2182	Gun Mountings, Transferable—Lamps or Loading Lights—REPORTS ...	(f)
2183	Gun Mountings, 4 in., H.A. III, III* and IV—Types of Lubricators to be fitted to Training Base and Cradle ...	(f)
2184	Gun Mountings, 8 in., II and II*—Increased Clearances for Cordite Cages ("Dorsetshire," etc.)...	(e)
2185	B.L., 6 in. Cartridges and Catapult Charges—Accounting for Containers ...	(c) Forms S.474 and 1423.
2186	Cartridges, S.A., .303 in., Ball, Mark VII, of 1923 Manufacture ...	(f)
2187	Gaines, No. 8, Mark VZ, Lot 6, Filled 12.28—Withdrawal —REPORT ...	(d)
2188	<i>Issued Confidentially</i> ...	(d)
2189	Submarine Signal Ejectors—Modifications (Submarines and Dockyards) ...	(f)
2190	Electrical Apparatus and Fittings in H.M. Ships—Types of Enclosure ...	(f)
2191	H.P. Air Compressors, Brotherhood Type, W.8 and Y.6 (H.M. Ships concerned) ...	(f)
2192	Fitted Empty Primer Tins—Stowage ...	(f)
2193	Meteorological Working Charts—Issue of New Series— REPORT ...	(d)
2194	Sailing and Pulling Cutters—New Pattern Stretchers of Adjustable Board Type ...	(d)
2195	Automatic Refrigerators—Driving Belts ...	(d)

A.F.O.	Subject.	Disposal.
2196	W/T Sets—Type 46 and Type 47, when A.C. Supply Outfits are fitted—Alterations to Wiring of Filament Supply to Transmitter 4R ... ..	(c) Establishment and Specification.
2197	W/T—Type 47—Removal of D.C. Generator, Pattern 7506, and Associated Apparatus ... ..	(e)
2198	Permanent Stores—Allowances—REPORTS ... ..	(d)
2199	Insulating Cloth Sheet, Strip and Tape—New Specification ... ..	(d)
2200	Tanks—Testing by Air Pressure (H.M. Submarines) ... ..	(f)
2201	Tanks—Test (H.M. Submarines) ... ..	(f)
2202	Cupboards for Medical Stores, Dressings, etc. (Ships, etc.) ... ..	(d)
2203	Welding and Burning Operations in H.M. Ships—Precautions ... ..	(f)
2204	Storing Arrangements (H.M. Gate Vessels “Aldgate” and “Watergate”) ... ..	(d)
2205	Fresh Pork—Supply ... ..	(d)
2206	O.U. 6251—Regulations for Maintenance of 21 in., Mark IX Torpedoes—Distribution ... ..	(a)
2207	Magazine Logs—Hastening ... ..	(a)
2208	Civilian Staffs—Appointment ... ..	(a)
2209	Civilian Staffs—Vacancy ... ..	(a)
2210	Salary Tables for use of the Civil Service—Amendment... ..	(d)
2211	Admiralty Standard Specification for Paper-Insulated Cables ... ..	(d)
2212	} <i>Issued Confidentially</i> ... ..	
to		
2274		
2275	Training Service Regulations, 1930 ... ..	
2276	Vocational Training Instructions, 1928 ... ..	
2277	Royal Navy Auxiliary Sick Berth Reserve Regulations ... ..	
2278	Form S.319—Register of Torpedo and Electrical Equipment on Board ... ..	
2279	B.R. 5—Manual of Naval Cookery, 1930 ... ..	
2280	B.R. 93—Manual of Victualling ... ..	
2281	B.R. 153—Demolitions Drill Book... ..	
2282	B.R. 155—Diving Manual, 1916 ... ..	
2283	B.R. 159—R.N. Handbook of Field Training ... ..	
2284	B.R. 159 (1)—Addendum No. 1 to R.N. Handbook of Field Training ... ..	
2285	B.R. 161 (2)—R.N. Handbook of Musketry and Pistol Practices for H.M. Fleet, 1923—Addendum No. 2 (Dated August, 1929) ... ..	
2286	B.R. 172—Handbook for 2 pdr. Pom-Pom, Mark II, 1924 ... ..	
2287	B.R. 175—Handbook for 4 in. Q.F. Guns, Marks IV and V, on C.P. II, C.P. III and C.P. IIIc Mountings, 1918 (late O.U. 5060) ... ..	} §
2288	B.R. 176—Handbook for 4 in. Q.F. Guns, Marks IV and V, on P. Marks IX and X Mountings, 1916 (late O.U. 5069) ... ..	
2289	B.R. 182—Gun Drill Book for 7.5 in. B.L. Gun on C.P. V Mounting ... ..	
2290	B.R. 184—R.N. Handbook of Lewis and Machine Guns, 1923 ... ..	
2291	B.R. 184 (1)—Addendum No. 1 to B.R. 184—Handbook of Lewis and Machine Guns, 1923 ... ..	
2292	B.R. 198—Handbook for 7.5 in., Mark VI Gun, on C.P. V Mounting, 1921 (B.R., late O.U. 5263) ... ..	
2293	B.R. 201—Turret Gun Drill for 15 in., Mark I Gun ... ..	
2294	B.R. 202/28—Drill for 6 in. B.L. and 5.5 in. B.L. Guns... ..	
2295	B.R. 203—Drill for 4.7 in. B.L. and 4 in. B.L. Guns ... ..	
2296	B.R. 204/31—Gun Drill for 4 in. Q.F., Semi-automatic Guns ... ..	
2297	B.R. 205—Drill for 4 in. Q.F., Mark XII Gun on S.I. Mounting ... ..	

A.F.O.	Subject.	Disposal.
2298	B.R. 207—Drill for 12 pdr. Q.F. Guns ... ..	
2299	B.R. 208—Drill for 3 pdr. and 6 pdr. Hotchkiss Guns ...	
2300	B.R. 209—Drill for 2 pdr. Pom-Pom ... ..	
2301	B.R. 221—3·7 in. Howitzer Handbook ... ..	
2302	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
2303	B.R. 732—Instructions for the Disposal of Mines and Bombs washed or brought Ashore ... ..	
2304	O.U. 5163 and 5163A—Handbook for 18 in., Marks VIII and VIII* Torpedoes, 1915, and Addendum, 1918 ...	
2305	O.U. 5220—Handbook for 4 in. Q.F., Mark V Gun on H.A., Mark III Mounting, 1919 ... ..	
2306	O.U. 5229—Turret Gun Drill for 13·5 in., Mark V Guns, on Marks II, II* and II** Mountings—Addendum No. 1, dated 1927 ... ..	
2307	O.U. 5267—Ammunition Pocket Book ... ..	
2308	O.U. 5302—Mining Drill Book ... ..	
2309	O.U. 5320—Depth Charge Drill Book ... ..	
2310	O.U. 5370—Gun Drill for 5·2 in. Q.F., S.A. Gun on Twin Mounting ... ..	
2311	O.U. 5377—Gun Drill for 4·7 in. Q.F., Mark VIII Gun on H.A. Mounting ... ..	
2312	O.U. 5379—Turret Gun Drill for 16 in. B.L. Guns ...	
2313	O.U. 5394 ... ..	
2314	O.U. 5418/29—Drill for 6 in. B.L. Guns on Twin XVII and XVIII Mountings ... ..	
2315	O.U. 5421/30—Coastguard Signal and W/T Stations Address List ... ..	
2316	O.U. 5422/30—Gun Drill for 4·7 in. Q.F., Marks IX and IX* Guns on C.P. XIV Mountings ... ..	
2317	O.U. 5424—Turret Gun Drill for 8 in. Guns, on Twin, Marks II and II* Mountings, 1930 ... ..	
2318	O.U. 5425—Instructions for "Lining-up" Director Towers, Guns and Instruments of Gunnery and Searchlight Equipment of H.M. Ships 1930 ... ..	
2319	O.U. 5426—Gun Drill (Provisional) for 2 pdr., Mark VIII Guns, on "M." Mark V Mountings, 1930 ... ..	
2320	O.U. 5427—Defence against Gas (Navy) ... ..	
2321	O.U. 5428/31—Handbook of the Torpedo Gyroscope ...	
2322	O.U. 5429/31—Turret Gun Drill for 8 in. B.L. Guns, on Twin, Marks I and I* Mountings ... ..	
2323	O.U. 5430—Paravane Drill Book ... ..	
2324	O.U. 6005—Addenda to Hydraulic Manual—15 in., Mark I Mountings ... ..	
2325	O.U. 6052—Handbook for E.C.II Net Mine ... ..	
2326	O.U. 6066A—Sight Manual, Volume II, 1930 ... ..	
2327	O.U. 6090 (A)—Range Tables—Introduction ... ..	
2328	O.U. 6090 (B)—Range Tables for 4·7 in. Guns ... ..	
2329	O.U. 6090 (C)—Range Tables for 5·5 in. Guns ... ..	
2330	O.U. 6090 (D)—Range Tables for 15 in. B.L. Guns ...	
2331	O.U. 6090 (E)—Range Tables for 2 pdr. Guns ... ..	
2332	O.U. 9090 (F)—Range Tables for 13·5 in. B.L. Guns ...	
2333	O.U. 6090 (H)—Range Tables for 7·5 in. Guns ... ..	
2334	O.U. 6090 (J)—Range Tables for B.L. 6 in. Guns ...	
2335	O.U. 6090 (K)—Range Tables for 4 in. Guns ... ..	
2336	O.U. 6090 (L)—Range Tables for 3 in. 20 cwt. Guns ...	
2337	O.U. 6090 (M)—Range Tables for Q.F. 12 pdr. Guns ...	
2338	O.U. 6090 (N)—Range Tables for Q.F. 6 pdr. Guns ...	
2339	O.U. 6090 (O)—Range Tables for 3 pdr. Q.F. Guns ...	
2340	O.U. 6090 (Q)—Range Tables for 5·2 in. Guns ... ..	
2341	O.U. 6125 and O.U. 6125 (4)—Director Firing Handbook and Addendum No. 4 ... ..	
2342	O.U. 6127—Director Firing for Flotilla Leaders and Destroyers, 1918 ... ..	

A.F.O.	Subject.	Disposal.
2343	O.U. 6142A—Manual for Power-worked Mountings, Book 1 ... ..	
2344	O.U. 6147—Handbook of Sinkers, Marks XII–XII* ... ..	
2345	O.U. 6164—Handbook for Mine H.II, Mark II ... ..	
2346	O.U. 6165—Handbook for Sinkers, VIII–VIII** ... ..	
2347	O.U. 6166—Handbook for Mine and Sinkers, S.V., 1924... ..	
2348	O.U. 6172/28—Handbook for the 4.7 in. Q.F. Gun, Mark VIII, on H.A., Mark XII Mounting ... ..	
2349	O.U. 6175/28—Handbook of Torpedo Recording Instruments ... ..	
2350	O.U. 6184/30—Instructions for Maintenance of Naval Ordnance and Gun Mountings ... ..	§
2351	O.U. 6197—Gun Drill for 4.7 in., Q.F., Mark X* Gun on C.P. (S) XV Mounting, 1930 ... ..	
2352	O.U. 6214 and O.U. 6214A—Handbook for 8 in. B.L., Mark VIII* Gun, on Twin, Mark I Mounting ... ..	
2353	O.U. 6226 and O.U. 6227 (late C.B. 1861A and C.B. 1861B) ... ..	
2354	O.U. 6242 ... ..	
2355	Instructions for the Guidance of Officers of H.M. Victualling Yards, 1927 ... ..	
2356	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 869/24.
2357	Time—Calculation ... ..	(d)
2358	Consular Appointment ... ..	(d)
2359	Earthquake in Chalcidice—Award of Decorations and Medals for Relief Work ... ..	(d)
2360	<i>Issued Confidentially</i> ... ..	(c) K.R. & A.I.
2361	Officiating Minister of Religion (Colombo) ... ..	(a)
2362	Naval History—Annual Examination ... ..	(f)
2363	Examination for Petty Officer—Recorded Date ... ..	(b) New Order will be issued.
2364	Acting Warrant Officers—Confirmation in Rank without Watchkeeping Certificate ... ..	(c) K.R. & A.I.
2365	Re-engagement—Revised Conditions ... ..	(c) K.R. & A.I.
2366	Officers' Uniform ... ..	(d)
2367	Post Office Savings Bank—Deposit and Withdrawal Lists ... ..	(c) K.R. & A.I.
2368	R.N. and R.M. Warrant Officers' Benevolent Fund ... ..	(d)
2369	Sports—R.N. and R.M. Sports Control Board—Donation ... ..	(a)
2370	<i>Issued Confidentially</i> ... ..	(f)
2371	<i>Issued Confidentially</i> ... ..	(d)
2372	Dumaresqs—Surrender on Fitting of A.F.C. Clocks, Mark I ("Kempenfelt," etc., Class) ... ..	(d)
2373	<i>Issued Confidentially</i> ... ..	(d)
2374	H.A.C.S. Calculating Tables, Mark II—Provision of Spare Parts—Amendment to Drawing Number ... ..	(d)
2375	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 14/34.
2376	Torpedo Appropriation (H.M.S. "Curlew") ... ..	(d)
2377	Torpedo Tubes—Modification ("Oberon," etc.) ... ..	(f)
2378	Navigation Lights and Circuits (Battleships, etc.) ... ..	(b) A.F.O. 1283/34.
2379	<i>Issued Confidentially</i> ... ..	(d)
2380	W/T D/F Offices—Signal and Remote Control Communications ... ..	(c) Specification.
2381	V/S and W/T—Lamp Calls-up (Aircraft Carriers, etc.) ... ..	(c) Specification.
2382	W/T Base for Batten Lampholder, Pattern 1324—Introduction ... ..	(d)
2383	Motor Boat Magneto Repairs—Pattern Numbers and Denomination of Pellets or Discs ... ..	(d)
2384	Bath—New Pattern to Replace Pattern 1478A—Introduction ... ..	(d)
2385	Submerged Torpedo Tube Discharge Openings in Bulges—Plating Over ("Queen Elizabeth," etc.) ... ..	(d)
2386	Awnings—Surplus—REPORT ... ..	(b) A.F.O. 2431/33.
2387	Victualling Stores—Reports of Survey ... ..	(d)
2388	Contracts for Fresh Milk ... ..	(b) A.F.O. 2694/33.

A.F.O.	Subject.	Disposal.
2389	Petrol Logs ... ..	(d)
2390	Air Ministry Publications—Distribution and Accounting	(b) A.F.O. 660/34.
2391	B.R. 20—Flags of all Nations—Amendment No. 2 ...	(d)
2392	B.R. 127—Naval Telegraphic Addresses, 1933—Amendment No. 3 ... ..	(a)
2393	Engineers' List of Spare Gear, Fittings and Drawings, etc.—Forms D.320, etc. ... ..	(d)
2394	O.U. 6090 (B)—Range Tables for 4·7 in. Guns—Issue of Revised Pages ... ..	(d)
2395	Civilian Staffs—Appointments ... ..	(a)
2396	<i>Issued Confidentially</i> ... ..	(d)
2397	Locally Entered Employees at Yards Abroad—Establishment ... ..	(c) Regulations for Naval Yards Abroad.
2398	Surplus Gunmetal and C.S. Quills ... ..	(d)
2399	F.1A—Stores, Special to Type 71 W/T Set—Retention of certain items ... ..	(d)
2400	Form D.136—Articles of Agreement for Workmen Appointed to Serve Abroad—Amendment ... ..	(d)
2401	Saluting Stations—British and Foreign Ports—Amendment No. 2 ... ..	(b) A.F.O. 218/34.
2402	Service Aircraft reported Overdue or in Distress when Flying over the Sea in the vicinity of the British Isles	(f)
2403	Naval Salvage Money—Distribution ... ..	(d)
2404	Senior Officers' Course and Staff Course, 1934 ... ..	(c) Table of Courses.
2405	The Late Captain Charles Reid Peploe, D.S.C., R.N.—Memorial Tablet ... ..	(a)
2406	Qualifying Examination for Paymaster Lieutenant-Commander, June, 1933—Results ... ..	(d)
2407	Discharge by Purchase—Refund of Purchase Money ...	(a)
2408	Officers, R.N. and R.M.—Issue of Full Pay during Grants of Full Pay Sick Leave—Revised Procedure ... ..	(c) K.R. & A.I.
2409	Naval and Royal Marine Personnel Serving at R.A.F. Stations—Payment ... ..	(b) A.F.O. 180/34.
2410	Canteens—Headquarters, Naval Canteen Committee—Report of Proceedings at 47th Meeting ... ..	(d)
2411	Sports—R.N. and R.M. Athletic Association ... ..	(a)
2412	Sports—R.N. and R.M. Golfing Society—Autumn Fixtures, 1933 ... ..	(a)
2413	Sports—R.N. and R.M. Rugby Union ... ..	(a)
2414	Sports—Tickets for International, University and Service Rugby Matches, 1933–34 ... ..	(a)
2415	Q.F., 3·7 in. Howitzer, Mark II—Introduction of Single Lifter ... ..	(c) Naval Proportion Book.
2416	4·7 in., C.P. XIV Mountings—Canvas Covers ("Codrington," etc.) ... ..	(d)
2417	Projectiles, B.L., 6 in., Mark XXIII, Gun—Stowage (H.M. Ships, etc.) ... ..	(d)
2418	Cordite—Landing—Destruction ... ..	(d)
2419	Ammunition—Ready-use Lockers—Watertightness ...	(d)
2420	Rangefinders, F.Q.2—Sponge-rubber Facepieces (Home, etc., Stations)—REPORT ... ..	(f)
2421	Torpedo Stores—Points, Metal, St. No. T.1604C... ..	(f)
2422	Torpedo Tubes in Submarines—Modifications to External Depth Setting Gear ("Oberon," etc.) ... ..	(f)
2423	H.C.D. Searchlight Lamps, Marks V and VI ... ..	(e)
2424	Gyro-compass—Care of Azimuth Motor Relay ... ..	(f)
2425	Defective Machinery Parts—Retention ... ..	(f)
2426	Revised Establishment for W/T and Asdic Stores and Simplification of Permanent Loan Lists for Equipments	(d)
2427	Signalling Flags, No. 4 Size—Allowance (Minesweepers)	(d)
2428	Hawsepipes—Fitting of Bolster Pieces ("Bridgewater," etc.) ... ..	(d)

A.F.O.	Subject.	Disposal.
2429	Chemical Fire Extinguishers—Revised Allowance (Sloops)	(d)
2430	Hawsers for Towing Targets—Allocation—Amendment	(d)
2431	Awnings—Surplus ... ..	(d)
2432	Schedule 54, Part XVI—Reamers—Revision ... ..	(c) Sea Store Establishment.
2433	Waterproof Coats—Ratings not Dressed as Seamen ...	(c) B.R. 82.
2434	B.R. 24—Government Telegraph Code—Issue of Revised Edition ... ..	(d)
2435	B.R. 157/33—Naval Electrical Pocket Book—Distribution	(d)
2436	B.R. 321—Establishment of Naval Stores for Engineering Purposes—Errata No. 3 ... ..	(d)
2437	Construction of Sloop "Indus" for Indian Government—Appointment of Principal (Ship) Overseer ... ..	(a)
2438	Civilian Staffs—Appointments ... ..	(a)
2439	Civilian Boats' Crews—Uniform Clothing—(H.M. Naval Establishments at Home and Abroad)—RETURN ...	(d)
2440	National Rat Week, 1933 ... ..	(d)
2441	Official Residences—Mess Traps not supplied to Civilian Officers ... ..	(d)
2442	Guns, Machine, Vickers, .303 in.—Repair of Levers, Extractor, No. 2 ... ..	(d)
2443	Storing Arrangements—H.M.S. "Skipjack" (Portsmouth, etc.) ... ..	(b) A.F.O. 57/33.
2444	Electric Tractors and Trollies—Safety Devices ... ..	(f)
2445	Textiles—Inspection and Tests at the Dockyards ...	(f)
2446	Forms S.331, D.66, and D.68—Not to be passed through the Surveyor of Stores in certain instances ... ..	(c) Store Duties Instructions.
2447	<i>Issued Confidentially</i> ... ..	§
2448	<i>Issued Confidentially</i> ... ..	
2449	<i>Issued Confidentially</i> ... ..	
2450	<i>Issued Confidentially</i> ... ..	
2451	<i>Issued Confidentially</i> ... ..	
2452	<i>Issued Confidentially</i> ... ..	
2453	<i>Issued Confidentially</i> ... ..	
2454	National Anthems, Salutes and Official Marches Book ...	
2455	B.R. 4—Instructions relating to Supply of Naval Stores to H.M. Ships, etc. ... ..	§
2456	B.R. 65—R.N.V.R. Regulations, 1933 ... ..	
2457	B.R. 82—Uniform Regulations—Poster Edition ... ..	
2458	B.R. 93—Manual of Victualling ... ..	
2459	B.R. 155—Diving Manual, 1916 ... ..	
2460	B.R. 201—Turret Gun Drill for 15 in., Mark I, 1928 ...	
2461	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
2462	B.R. 696—Torpedo and Electrical Stores—Instructions as to Receipt, Inspection, Transport and Care... ..	
2463	O.U. 5225—Home Dockyard Regulations, 1925 ... ..	
2464	O.U. 5408A—Naval Cordite Regulations, 1932 ... ..	
2465	O.U. 5416/32—Tables showing Particulars in regard to Naval Ordnance ... ..	(a)
2466	O.U. 6066A—The Sight Manual, Volume II, 1930 ... ..	
2467	O.U. 6090 (B)—Range Tables for 4.7 in. Guns ... ..	
2468	O.U. 6090 (K)—Range Tables for 4 in. Guns ... ..	
2469	O.U. 6090 (L)—Range Tables for 3 in. Guns ... ..	
2470	O.U. 6234—Home Yard Reserve Memorandum ... ..	
2471	Store Duties Instructions ... ..	
2472	Regulations for H.M. Naval Yards Abroad ... ..	
2473	Eardley Howard-Crockett Prize (H.M.S. "Frobisher")...	
2474	Examination for Paymaster Lieutenant-Commander—Alteration of Date for year 1934... ..	
2475	Manoel Island Club—Instructions ... ..	(b) New Order will be issued.
2476	Royal Marine Signallers—Relinquishment of Non-substantive Rating by Marines, on Promotion to Corporal ... ..	(c) K.R. & A.I.

A.F.O.	Subject.	Disposal.
2477	Officers' Uniform—Dress for Receiving Ceremonial Calls	(c) Navy List Appendix.
2478	Ship's Fund—Disposal ... ..	(d)
2479	Sports—R.N. and R.M. Sports Control Board—Donation	(d)
2480	Director Firing Gear—Repeat "W" Type Directors, Mark IV and V—Modification to Two-speed Training Gear ("Codrington," etc.) ... ..	(f)
2481	Fire Control Communications in Destroyers—Sightsetters' Voicepipe at "A" and "X" Guns—Fitting additional Connection for O.O.Q. (Destroyers, etc.) ... ..	(d)
2482	A.F.C. Clock, Mark I—Elevation Repeat Receiver ... ..	(b) A.F.O. 411/34.
2483	<i>Issued Confidentially</i> ... ..	(c) C.B. 1907.
2484	Gun Mountings, 8 in., Marks I and I*—Flash Doors for Cordite Cages ("Kent," etc.) ... ..	(f)
2485	4 in. S.I. Gun Mountings—Sight Dials—Amendment to Engraving ... ..	(d)
2486	<i>Issued Confidentially</i> ... ..	(f)
2487	<i>Issued Confidentially</i> ... ..	(f)
2488	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 14 34.
2489	Fuzes, Time, No. 185, Mark I, Lot 40A, Scovill Make, Filled 9.18—REPORT ... ..	(d)
2490	<i>Issued Confidentially</i> ... ..	(f)
2491	21 in. Broadside Submerged Torpedo Tubes—External Gyro-Angling Gear ... ..	(f)
2492	Torpedo Tubes, 21 in., Q.R.VI—Semi-permanent Beam Training Stops ("Duncan," etc.) ... ..	(f)
2493	Gyroscopes for Torpedoes—Allocation ... ..	(b) A.F.O. 2687/33.
2494	Anchor and Chain Cable Equipments of Ships—Instruc- tions relating to Supply and Establishment of Naval Stores ... ..	(d)
2495	Balanced Expansion Glands (all H.M. Ships) ... ..	(f)
2496	Pensky-Marten's Flashpoint Apparatus, Pattern 2528, and Redwood's Viscometer—Revised Allowances— REPORT ... ..	(c) Sea Store Establishment.
2497	W/T—Outbreak of Fire in W/T Offices (Submarines) ... ..	(f)
2498	W/T—Shore Stations—Nomenclature of Transmitting Sets ... ..	(f)
2499	W/T—Cable, Pattern 9634A, for Throw-off Firings (all Flotilla Leaders) ... ..	(b) A.F.O. 370/34.
2500	Lanterns, Portable, Signalling, Pattern 1038—Revised Allowance (Flotilla Leaders, etc.) ... ..	(d)
2501	Specification No. 9101 for Signalling Requirement— General for Capital Ships ... ..	(d)
2502	Magazines and Shell Room Hatches ("Amazon," etc.) ... ..	(d)
2503	Binoculars—Revised Allowances ... ..	(c) Sea Store Establishment.
2504	"Two-feet Four-fold Boxwood Rule"—Introduction ... ..	(d)
2505	Padding to Jibs of Aircraft Cranes (H.M. Ships concerned)	(d)
2506	Fuel, Aviation—Distribution to Fleet Air Arm—Revised Procedure ... ..	(f)
2507	<i>Issued Confidentially</i> ... ..	(d)
2508	Smoke-producing Liquids—Warning Poster ... ..	(c) B.R. 4 and Store Duties Instructions.
2509	Photographic Chemicals—REPORTS ... ..	(d)
2510	{ Form D.741—Trial of Cooling Machinery—Revision ... Form D.741A—Trial of Refrigerating Machinery at Makers' Works—Abolition ... ..	{ (d)
2511	Form O.6—Ammunition Labels ... ..	(c) Form O.6.
2512	Form R.379—Abolition ... ..	(d)
2513	Form S.1099B—Cover for Triplicate (Working) Copies of Permanent Loan Lists—Introduction (Centrally Stored Ships) ... ..	(d)
2514	Radiotelegrams—Charges Collected on Board Ship ... ..	(f)
2515	Civilian Staffs—Appointments ... ..	(a)
2516	Civilian Staffs—Vacancy ... ..	(a)



A.F.O.	Subject.	Disposal.
2517	Petrol—Verification of Stocks, etc., at Outlying Establishments ... ..	(d)
2518	New Sloop for Indian Government (H.M.I.S. "Indus")—Admiralty Services in connection with Construction ...	(d)
2519	<i>Issued Confidentially</i> ... ..	(f)
2520	Parachutes and Flotation Equipment—Wearing by Fleet Air Arm Personnel ... ..	(f)
2521	Paymaster Lieutenant-Commander—Promotion ...	(f)
2522	Interpreter—Examination, January, 1934 ...	(a)
2523	Promotions to Acting Warrant Engineers, 1934 ...	(a)
2524	Candidates for Gunner, Gunner (T) and Boatswain—Position on Roster ... ..	(c) K.R. & A.I.
2525	Facilities to Film Producing Companies—Procedure ...	(f)
2526	Income Tax Returns for 1933-34 ... ..	(a)
2527	Royal Naval Benevolent Trust ... ..	(a)
2528	Sports—R.N. and R.M. Athletic Association ...	(a)
2529	<i>Issued Confidentially</i> ... ..	(f)
2530	<i>Issued Confidentially</i> ... ..	(f)
2531	Field Guns and Howitzers—Allocation and Maintenance	(b) New Order will be issued.
2532	<i>Issued Confidentially</i> ... ..	(d)
2533	Torpedoes—Care and Maintenance—Parting of Torpedoes on Board Destroyers—Additional Tools, etc., Allowed	(b) A.F.O. 1076 34.
2534	21 in., Mark VIII Torpedoes—Modification to include 30-knot Setting ... ..	(f)
2535	Torpedo Tubes—Replacements of Steel Springs (Dockyards and Vessels concerned) ... ..	(f)
2536	Spanners, Cocking, Gyroscope, St. No. T. 28—Alteration to Allowances ... ..	(c) Naval Proportion Book.
2537	Compasses—Change of Deviation on Change of Latitude—(Submarines) ... ..	(d)
2538	Rangefinders, Sextant, Weymouth-Cooke Type, Mark II	(d)
2539	Boiler Tubes, Steel—Revised Lengths ("Barham") ...	(d)
2540	W.T. Sluice Valves for Alteration of Central Stores Ventilation in Sloops ... ..	(d)
2541	Chain Wrenches, Patterns 3537 and 3784—Revised Allowances ("D" Class Cruisers) ... ..	(c) Executive Establishment.
2542	Auxiliary Propelling Motors—Removal of Air Coolers (Submarines)—REPORTS ... ..	(d)
2543	Ropes for Aircraft Cranes—Spares to be Carried on board Cruisers—REPORTS ... ..	(d)
2544	Plate, Relics, Trophies, etc. (Ships not fitted for Central Storekeeping)—REPORTS ... ..	(d)
2545	Clothing—Types for Marking ... ..	(d)
2546	Vegetables at Rosyth ... ..	(a)
2547	Form B.607—Supply to Ships on Demand ... ..	(d)
2548	British Official Wireless Messages to Merchant Ships ...	(b) A.F.O. 722/34.
2549	Civilian Staffs—Appointments ... ..	(a)
2550	Removal Expenses—Regulations ... ..	(c) O.U. 5225.
2551	Asdic Apparatus—Purchase of Special Stores ... ..	(b) New Order will be issued.
2552	<i>Issued Confidentially</i> ... ..	(c) O.U. 6234.
2553	<i>Issued Confidentially</i> ... ..	(c) C.B. 1855.
2554	A.G.A. Light Buoys—Utilisation (all Yards and Naval Establishments)—REPORTS ... ..	(d)
2555	H.M.I.S. "Indus"—Warrant and Storing Yard ...	(d)
2556	Revised Accounting—Method of Accounting for differences between Professional Valuations at which Yard Machinery is returned from Yard Centres for Sale and the Cash realised ... ..	(d)
2557	Saluting Stations—British and Foreign Ports—Amendment No. 3 ... ..	(b) A.F.O. 218 34.
2558	Boom Working Vessel—"Robert Cloughton"—Renaming	(d)
2559	Consular Appointment. ... ..	(d)
2560	<i>Issued Confidentially</i> ... ..	(c) C.B. 979.

A.F.O.	Subject.	Disposal.
2561	Earthquake in Chalcidice—Award of Decorations and Medals for Relief Work ... ..	(d)
2562	Wearing of Poppies on 11th November ... ..	(a)
2563	Sub-Lieutenants (E)—Promotion to Lieutenant (E) ... ..	(d)
2564	Acting Sub-Lieutenants' Courses—REPORT ... ..	(f)
2565	Greenwich Hospital Living of Falstone, Northumberland ... ..	(a)
2566	<i>Issued Confidentially</i> ... ..	(d)
2567	Advancement of Stewards and Officers' Cooks—Dating System—Abolition ... ..	(b) New Order will be issued.
2568	Smallpox—Leave Restrictions ... ..	(b) A.F.O. 579/34.
2569	Fleet Air Arm—Funeral Arrangements and Costs ... ..	(f)
2570	Sports—R.N. and R.M. Sports Control Board—Donations ... ..	(a)
2571	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 2811/33.
2572	Gun, Machine, Vickers, .5 in., Mark III—Modification to Flash Eliminator ... ..	(b) A.F.O. 825/34.
2573	Fuzes, No. 124, Mark II, Lot 19, Filled R.L., 1.29—Withdrawal and Restricted Use ... ..	(f)
2574	<i>Issued Confidentially</i> ... ..	(f)
2575	Submerged Tubes, "A" and "B" Type—Ball Drop Firing Gear ... ..	(d)
2576	<i>Issued Confidentially</i> ... ..	(d)
2577	<i>Issued Confidentially</i> ... ..	(f)
2578	Electromegaphones—Replacement by Multiphones or Voicepipes ("Royal Sovereign," etc.) ... ..	(f)
2579	Riding Slip—Use ... ..	(b) A.F.O. 2690/33.
2580	Explosives and Inflammables, Man Aloft, W/T Hazards—Precautions to be Observed (Ships Fitted with W/T Sets, Types 48, 49 and 50) ... ..	(b) A.F.O. 366/34.
2581	Binoculars—Revised Allowances ... ..	(c) Sea Store Establishment.
2582	Fuzes, Pattern 585, 3 and 5 amps.—Utilisation of Surplus Stocks ... ..	(d)
2583	Spring Hawasers (Flotilla Leaders, etc.) ... ..	(d)
2584	Requisitions for Money ... ..	(f)
2585	Establishment of Naval Stores for "Oberon" and Later Submarines—Errata No. 4 ... ..	(d)
2586	O.U. 5457—Regulations for Maintenance of 21 in. Submerged and Fixed A.W. Torpedo Tubes—Distribution ... ..	(a)
2587	O.U. 6090 (J)—Range Tables for 6 in. Guns—Revised Pages 1 of Tables, Nos. 271, 272, 103A and 104A—Issue ... ..	(d)
2588	O.U. 6178—Handbook of Signalling Equipment—Issue of Revised Pages ... ..	(d)
2589	Form S.40—Institution ... ..	(d)
2590	Form S.77—Issue (Flotilla Leaders and Destroyers) ... ..	(d)
2591	Form S.219—Amendments ... ..	(d)
2592	Civilian Staffs—Appointments ... ..	(a)
2593	Civilian Staffs—Vacancy ... ..	(a)
2594	Acting Appointments ... ..	(c) O.U. 5225.
2595	Officers and Workmen returning from Service Abroad—Travelling Expenses ... ..	(d)
2596	Breech Mechanisms, Q.F., 4.7 in., Marks VIII–IX, and C and D IX* Guns—Repair of Crank ... ..	(d)
2597	Minesweeping Components of Old Types—Special Returns D.68 (Home and Foreign Yards) ... ..	(d)
2598	Dockyard Expense Accounts—Pension and Gratuity Liability (Yards with Revised Accounting) ... ..	(d)
2599	Dockyard Expense Accounts—Dredging for Maintenance Purposes—Cost to be included in Accounts (Yards with Revised Accounting) ... ..	(d)
2600	Form D.273e—Subheads A and B, D, E, F—Abolition ... ..	(d)
2601	Form D.495—Report of Docking ... ..	(f)
2602	<i>Issued Confidentially</i> ... ..	(c) C.A.F.O. 869/34.

A.F.O.	Subject.	Disposal.
2603	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 30th June, 1933 ... ..	(d)
2604	Commander Egerton Memorial Prize ... ..	(a)
2605	Denmark—Playing of National Anthem ... ..	(c) National Anthems and Official Marches Book.
2606	Zones of Promotion to Engineer Captain, Captain (E), Engineer Commander and Commander (E) ... ..	(f)
2607	Submarine Officers—Annual Dinner, 1933 ... ..	(a)
2608	Submarine Detector Operators—Volunteers Required ... ..	(d)
2609	R.N. Benevolent Trust—Contributions from Canteen Funds ... ..	(d)
2610	Sports—R.N. and R.M. Squash Rackets Championships, 1933, and Inter-Service Tournament, 1933 ... ..	(a)
2611	Field Guns and Howitzers—Allocation and Maintenance ... ..	(b) New Order will be issued.
1612	Gun Mountings, 8 in., Marks I and I*—Leading Cables and Turrets ("Kent" and "London" Classes) ... ..	(f)
2613	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 971 34.
2614	Cordite—Landing—Destruction ... ..	(d)
2615	Nozzles, Charging, St. Nos. T.151 and T.152, and Extractor, St. No. T.144—Introduction ... ..	(d)
2616	Torpedo Davits—Clearance between Guards and Cheeks of the Sheave ("V," etc., Class Destroyers) ... ..	(f)
2617	<i>Issued Confidentially</i> ... ..	(d)
2618	Towing Wires for Paravanes (Bow Protection) ... ..	(d)
2619	24 in. Searchlight Projectors—Canvas Covers ... ..	(d)
2620	W/T Set, Type 43A—Modification to arrangement of Receiving and Transmitting Gear when fitting Stabiliser 4g ... ..	(d)
2621	W/T—Insulators, Glass, Pattern 1043—Supply of Spares for Aerial Outfit, Group E ("Kempenfelt," etc.) ... ..	(d)
2622	W/T—D/F Outfits "SD" and "SJ"—Supply of Motors ... ..	(d)
2623	V/S—Spare 10 in. Signalling Projectors—Resistances (Cruisers and Above of Home and Mediterranean Fleets)—REPORT ... ..	(d)
2624	Foam Type Fire Extinguishers—Allowance (Tugs, Trawlers, etc.) ... ..	(c) Sea Store Establishment.
2625	Hand Sewing Machines—Revised Allowance (Destroyer Leaders) ... ..	(c) Sea Store Establishment.
2626	German Ensign—New Design ... ..	(d)
2627	Easy Chairs—Revised Allowance (Flotilla Leaders) ... ..	(c) Destroyer Establishment.
2628	Razors, Safety—Issue on Repayment ... ..	(d)
2629	Margarine ... ..	(b) A.F.O. 960/34.
2630	Schemes of Complement—Ship's Copies ... ..	(f)
2631	B.R. 158/32—Electrical Measurements and Torpedo Control—Distribution ... ..	(a)
2632	B.R. 339—Establishment of Naval Stores for Submarines and Submarine Depôts, Ashore and Afloat, 1916 Edition—Errata No. 14 ... ..	(d)
2633	B.R. 358—Establishment of Naval Stores for Executive Purposes—Errata No. 3 ... ..	(d)
2634	O.U. 6246—Manual of Gunnery, Volume III, 1933—Issue ... ..	(d)
2635	Form S.1300—Issue to Ships ... ..	(d)
2636	Civilian Staffs—Appointments ... ..	(a)
2637	Civilian Staffs—Vacancy ... ..	(a)
2638	Travelling Expenses—Class of Railway Accommodation—Civil Staff ... ..	(c) O.U. 5225.
2639	Storehousemen and Laboratorymen—Examination (N.S., Victualling and A.S. Departments)—REPORT ... ..	(d)
2640	Packing Cases—Loan to Admiralty Officials appointed Abroad ... ..	(c) Store Duties Instructions.
2641	Landscape Targets—New Design ... ..	(d)
2642	W/T—Resistance, Pattern 2614—Introduction ... ..	(d)

A.F.O.	Subject.	Disposal.
2643	Naval Stores, Subhead B.8, Part I—Future Returns of certain Patterns of Torpedo Transporting Gear and Hydraulic Jacks to be taken on Ledger Charge ...	(b) A.F.O. 562/34.
2644	Form O.6—Ammunition Labels ...	(c) Form O.6.
2645	<i>Issued Confidentially</i> ...	
2646	<i>Issued Confidentially</i> ...	
2647	<i>Issued Confidentially</i> ...	
2648	<i>Issued Confidentially</i> ...	
2649	<i>Issued Confidentially</i> ...	
2650	<i>Issued Confidentially</i> ...	
2651	National Anthems, Salutes and Official Marches Book ...	
2652	Recruiting Instructions ...	
2653	B.R. 5—Manual of Naval Cookery, 1930 ...	
2654	B.R. 49/33—Naval Secretariat Handbook ...	
2655	B.R. 65—R.N.V.R. Regulations ...	
2656	B.R. 202—Drill for 6 in., B.L., and 5·5 in., B.L. Guns ...	
2657	O.U. 5225—Home Dockyard Regulations, 1925 ...	
2658	O.U. 5379—Turret Gun Drill for 16 in., B.L., Mark I Guns ...	
2659	O.U. 5424—Turret Gun Drill for 8 in., B.L. Guns on Marks II and II* Mountings ...	
2660	O.U. 5428 ...	
2661	O.U. 5429/31—Turret Gun Drill for 8 in., B.L. Guns on Marks I and I* Mountings ...	
2662	O.U. 5439—Instructions for the Guidance of Ordnance Artificers in Upkeep of 8 in., B.L., Marks I and I* Mountings ...	(b) A.F.O. 2906/33.
2663	O.U. 5454/33—Regulations for Maintenance of Above-Water Torpedo Tubes and Air Impulse (D.R. II-IV and T.R. I) ...	
2664	O.U. 6005—Addenda to Hydraulic Manual, 15 in., B.L., Mark I Mountings ...	
2665	O.U. 6066A—Sight Manual, Volume II, 1930 ...	
2666	O.U. 6142A—Manual of Power Worked Mountings ...	
2667	O.U. 6178—Handbook of Signalling Equipment—Correction No. 38 ...	
2668	O.U. 6192—Handbook for Destroyer Director Sights ...	
2669	O.U. 6212—Handbook for B.L., 6 in., Mark XXII Gun ...	
2670	O.U. 6214—Handbook for B.L., 8 in. Gun of Mark I Twin Mounting ...	
2671	O.U. 6234—Home Yard Reserve Memorandum ...	
2672	Naval Store Duties Instructions ...	
2673	Professional Officers' Instructions ...	
2674	Consular Appointment ...	(d)
2675	Submarines—Exercises, Diving, etc. ...	(f)
2675a	Director of Stores—Appointment ...	(a)
2676	Newman Memorial Prize—Award for 1932-33 ...	(a)
2677	<i>Issued Confidentially</i> ...	(f)
2678	Royal Naval Staff College Dinner at the R.N. College, Greenwich ...	(a)
2679	R.N. Accountant Officers' Dining Club—Annual Dinner ...	(a)
2680	Examination for Rank of Warrant Writer, July, 1933—Results ...	(d)
2681	Examination for Rank of Warrant Supply Officer, July, 1933—Results ...	(d)
2682	City and Guilds of London Institute—Examination of Naval Ratings ...	(d)
2683	Naval Canteens—Arrangements for 48th Meeting of the Headquarters Naval Canteen Committee ...	(a)
2684	<i>Issued Confidentially</i> ...	(d)
2685	Breech Mechanisms, Q.F., 4·7 in., Mark VIII, IX and D.IX* Guns—Modification to Levers, Firing, Intermediate, Long ...	(d)
2686	<i>Issued Confidentially</i> ...	(b) C.A.F.O. 826/34.

A.F.O.	Subject.	Disposal.
2687	Gyroscopes for Torpedoes—Allocation ... ..	(f)
2688	Admiralty F.C. Clocks, Mark I—Replacement of Elevation Repeat Receivers ("C" and "D" Class Destroyers, etc.) ... ..	(f)
2689	Motors, Electric, Vertical—Grease for Ball and Roller Bearings—REPORT ... ..	(f)
2690	Riding Slip—Use ... ..	(c) Seamanship Manual.
2691	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 2786/33.
2692	Methyl Chloride Cooling Machines—Precautions... ..	(c) B.R. 16, Art. 280.
2693	Watertight Compartments in H.M. Ships—Maintenance of Efficiency—REPORT ... ..	(f)
2694	Contracts for Fresh Milk ... ..	(b) A.F.O. 32/34.
2695	<i>Issued Confidentially</i> ... ..	(d)
2696	B.R. 14 Drafting Regulations—Addendum No. 1 ... ..	(a)
2697	Form S.264—Divisional Officers' Report ... ..	(c) K.R. & A.I.
2698	Construction of H.M.S. "Bittern"—Appointment of Principal (Ship) Overseer. ... ..	(a)
2699	Civilian Staffs—Vacancy ... ..	(a)
2700	Criminal, etc., Prosecutions—Expenses of Admiralty Witnesses ... ..	(d)
2701	Removal Expenses—Regulations ... ..	(c) O.U. 5225.
2702	Educational and Medical Facilities at Yards Abroad ... ..	(d)
2703	Acetylene Flashing Lanterns and Cylinders ... ..	(a)
2704	Riveting—Clearance in Rivet Holes ... ..	(f)
2705	Old Ferrous Metals—Classification ... ..	(d)
2706	Internal Iron Bound and Wood Blocks—Revised Book of Drawings ... ..	(a)
2707	Dockyard Expense Accounts—Schedule of Oncosts (Yards with Revised Accounting) ... ..	(d)
2708	O.U. 5392—List of Steam and Motor Boats—Half-yearly Corrections from Dockyards Abroad ... ..	(d)
2709	Saluting Stations—British and Foreign Ports—Amendment No. 4 ... ..	(b) A.F.O. 218/34.
2710	Consular Appointments ... ..	(d)
2711	S O S Distress Calls ... ..	(f)
2712	Aircraft Distress Calls ... ..	(f)
2713	Merchant Vessels—Control of W/T in Time of War ... ..	(b) A.F.O. 377/31.
2714	Dwina Relief Force, 1919—Up-River Re-union Dinner... ..	(a)
2715	Mechanician Course, January, 1934—Selected Candidates—REPORT ... ..	(a)
2716	R.A.N. Personnel—Courses ... ..	(d)
2717	Navy, Army and Air Force Institutes—Home Ports' Lower Deck Representative at Headquarters ... ..	(d)
2718	Mileage Allowance to Naval and Royal Marine Personnel for Use of Privately Owned Motor Vehicles on Official Business ... ..	(b) New Order will be issued.
2719	Travelling Concessions—Officers' Wives and Families ... ..	(b) New Order will be issued.
2720	National Association for Employment of Regular Sailors, Soldiers and Airmen ... ..	(a)
2721	Sports—R.N. and R.M. Cricket Club ... ..	(a)
2722	Sports—R.N. and R.M. Golfing Society ... ..	(a)
2723	Director Firing Gear—No. 7, Mark II Dial Sights—Allocation (all Ships Fitted) ... ..	(b) A.F.O. 942/34.
2724	Guns—Lubricant for Mechanisms ... ..	(a)
2725	Gun Mountings, 0.5 in., Mark I—Modification to Guard Plate over Training Gear ("Hood," etc.) ... ..	(b) A.F.O. 135/34.
2726	Gun Mountings, 3.7 in., Howitzer, Mark I—Foul in Sights ... ..	(f)
2727	Gun Mountings, 4.7 in., C.P. XIV, Reg. Nos. 1-82, and 4.7 in., C.P. (S) XVI, Reg. Nos. 1-7—Fitting of Thrust Washers to Elevating Gear ("A," etc., Class Leaders, etc.) ... ..	(b) A.F.O. 136/34.
2728	Ammunition Hoists ("Acasta," etc.) ... ..	(d)

A.F.O.	Subject.	Disposal.
2729	Ammunition Available on 31st December, 1933 (H.M. Ships, etc.)—REPORT ... ..	(d)
2730	<i>Issued Confidentially</i> ... ..	(f)
2731	Torpedo Appropriation ("Ceres") ... ..	(d)
2732	<i>Issued Confidentially</i> ... ..	(f)
2733	<i>Issued Confidentially</i> ... ..	(d)
2734	Transport of Torpedoes—Locking of "Screw Steadying Weight" ... ..	(f)
2735	Torpedo Explosive Stores, etc.—Available on 31st December, 1933—REPORT ... ..	(d)
2736	Evershed Bearing Systems—Re-arrangement during Large Repair (Capital Ships) ... ..	(f)
2737	Dark Grey Paint for Mine Bodies ... ..	(d)
2738	Main Motor and Battery Switchboards—Painting (Submarines) ... ..	(f)
2739	Weighing Anchors by Hand—Utilisation of Special Tackles ... ..	(f)
2740	Boiler Tubes ("Duncan") ... ..	(d)
2741	Hoisting Wires—Test (Submarines) ... ..	(f)
2742	Steel Balls—Purchases under Standing Contract dated 11.2.33, C.P.1045/33/K.765 ... ..	(b) A.F.O. 124/33.
2743	Davis Submerged Escape Apparatus—Press for Charging Oxygen Cylinders ... ..	(d)
2744	Smoke-producing Liquids—Warning Poster ... ..	(d)
2745	O.U. Publications and Books of Reference—Revised System of Accounting ... ..	(c) K.R. & A.I.
2746	O.U. Books—Revised Allowance (Sloops) ... ..	(d)
2747	O.U. 5242 (2)—Addendum No. 2 to O.U. 5242—Issue ... ..	(d)
2748	O.U. 5457—Regulations for Maintenance of A.W. Tubes, Cordite, Impulse (T.R. II-III, Q.R. II, II*, III, III*, IV and VI)—Distribution ... ..	(a)
2749	O.U. 5458—Distribution ... ..	(a)
2750	Form S.1246F—Supply Rating's History Sheet ... ..	(d)
2751	Form S.1300—Alteration of Title ... ..	(d)
2752	Empire Typewriters—Repairs ... ..	(b) A.F.O. 1380, 34.
2753	Code Telegrams—Revised Charges ... ..	(f)
2754	Civilian Staffs—Appointments ... ..	(a)
2755	Breech Mechanisms, B.L., 8 in., Marks VIII and VIII* Guns—Fitting of Catch Retaining Breech Mechanism Open ... ..	(d)
2756	Dockyard Expense Accounts—Special Stores—Store Oncost (Yards with Revised Accounting) ... ..	(d)
2757	Form D.73—Application for Superannuation or other Retiring Allowance—Revision ... ..	(d)
	Form D.73b—Application for Superannuation for Compassionate Gratuity—Institution ... ..	
	Form D.73c—Application for Superannuation or other Retiring Allowance (Industrial Staff)—Institution ... ..	
2758	Travelling and Subsistence Expenses of Naval and Marine Personnel ... ..	(b) New Order will be issued.
2759	Pilot Balloons—General Instructions ... ..	(c) B.R. 4.
2760	German Fishery Protection Service ... ..	(b) A.F.O. 496/33.
2761	Combined Exercises with Army—Expenses ... ..	(f)
2762	Sleeve Targets—Method of Streaming from Aircraft ... ..	(f)
2763	A/S Control Officers—Course ... ..	(f)
2764	Anti-Submarine Course—Officers Selected ... ..	(d)
2765	Jewish Faith—Naval, Military and Air Force Chanukah Service ... ..	(a)
2766	N.A.A.F.I. Surplus Revenue—Basis of Annual Distribution—REPORT ... ..	(d)
2767	Sports—R.N. and R.M. Rackets and Squash Rackets Association ... ..	(d)
2768	<i>Issued Confidentially</i> ... ..	(f)

A.F.O.	Subject.	Disposal.
2769	Q.F., 2 pdr., Mark VIII Guns—Counterboring of Holes in Casing for the Front Gun Securing Bolts ... ..	(d)
2770	Guns, Q.F., 2 pdr., Mark VIII—Supply of Tool Depressing Extractor and Modification of Cover Feed Box, to Suit	(d)
2771	Gun Mountings—Interceptors and Breech Safety Change-over Contacts ... ..	(d)
2772	Gun Mountings, 8 in., I, I*, II and II*—Cordite Hoists—Fitting of Special Flexible Steel Wire Ropes—REPORT	(d)
2773	Explosives, other than those Manufactured under Naval Inspection—Transport in H.M. Ships ... ..	(d)
2774	Cartridges—Empty Cylinders, Q.F., 4 in., V, and Q.F., 4.7 in., VIII—Accumulation during Firings—REPORTS ... ..	(f)
2775	Stereo Spotting Telescopes, Pattern 9099—"Stiff Eyepiece Grease" for Focussing Gear ("Excellent," etc.)—REPORT ... ..	(e)
2776	Master Electric Clocks—Period of Service, etc. ... ..	(c) B.R. 696.
2777	Torpedo Gyroscopes—Introduction of Cones, Valve, Stamp No. 1420A ... ..	(b) A.F.O. 2851/33.
2778	Torpedo Gyroscopes—Fitment of New Pattern Relay Valves and Valve Cone Liners ... ..	(d)
2779	Swinden's Patent Revolving Head Vices, Patterns 4332 and 4333—Allowance ("Achilles," etc.) ... ..	(c) Engineering Establishment.
2780	Steel Waste Steam Pipes—Examination—Use of Copper for Renewals ... ..	(f)
2781	Boiler Tubes ("Achilles") ... ..	(d)
2782	Signal and Remote Control Communications—Fitting of Loud Speaking Telephones in place of certain Buzzer Lines (Battleships, etc.) ... ..	(f)
2783	W/T, Type 43—Modifications—Supply and Fitting of Cushioning Units ... ..	(d)
2784	W/T—Cable, Pattern 9636A, for Throw-off Firings (all Flotilla Leaders) ... ..	(b) A.F.O. 370/34.
2785	Message Carriers for 3 in. Carrier Voicepipes—Allowances (H.M. Ships, etc.) ... ..	(c) Executive Establishment.
2786	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 374/34.
2787	Storing Arrangements (Destroyer Flotillas in Maintenance Reserve) ... ..	(d)
2788	Gyro Repeater, Pattern 1709, in lieu of Pattern 1705 (Aircraft Carriers in Full Commission) ... ..	(d)
2789	Chernikeef Logs—Stop Watches ... ..	(d)
2790	"S" Hooks, for use with Awnings—New Type ... ..	(d)
2791	Chain Wrenches, Patterns 3537 and 3784—Revised Allowances ... ..	(c) Executive Establishment.
2792	Chipping, etc.—Wearing of Goggles by Men ... ..	(f)
2793	Washing for H.M. Naval Establishments at Chatham ... ..	(d)
2794	<i>Issued Confidentially</i> ... ..	(d)
2795	Engineer's Lists of Spare Gear, Fittings, Drawings, etc.—Inter Screws ... ..	(d)
2796	B.R. 127—Naval Telegraphic Addresses—Abolition ... ..	(a)
2797	B.R. 221 (1) and B.R. 221 (2)—Issue ... ..	(d)
2798	O.U. 6090 (B)—Range Table for 4.7 in. Guns, Table No. 161A—Issue ... ..	(b) A.F.O. 2863 33.
2799	Forms S.353 and S.467—Engine Room Registers ... ..	(d)
2800	Admiralty Engineer Overseer, North of England District—Change of Appointment ... ..	(d)
2801	Civilian Staffs—Appointments ... ..	(a)
2802	Civilian Staffs—Vacancies ... ..	(a)
2803	Appointments to the Departmental Clerical Class from Lower Clerical and Typing Grades—REPORT ... ..	(a)
2804	Medical Reference to the Treasury—Form E.21 Estimated ... ..	(a)
2805	Consular Appointments ... ..	(d)

A.F.O.	Subject.	Disposal.
2806	Board of Admiralty—Appointment ... ..	(c) Navy List.
2807	<i>Issued Confidentially</i> ... ..	(d)
2808	Warrant Shipwrights—Position on Roster of Qualified Candidates ... ..	(c) K.R. & A.I.
2809	Royal Marine Signallers—Relinquishment of Non-Substantive Rating on Promotion to Corporal... ..	(c) K.R. & A.I.
2810	<i>Issued Confidentially</i> ... ..	(d)
2811	<i>Issued Confidentially</i> ... ..	(e)
2812	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 354/30.
2813	Cartridges, S.A., .303 in., Red Label, of certain Make and Dates—Withdrawal ... ..	(d)
2814	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 1827/33.
2815	Torpedo Tubes, 21 in., Q.R. III* and VI—Modification to Side Ready Switch Gear ("Codrington," etc.)... ..	(f)
2816	<i>Issued Confidentially</i> ... ..	(f)
2817	Boiler Tubes ("Sandpiper") ... ..	(d)
2818	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 373/34.
2819	Asdics—Plug and Socket combined with Condenser, Pattern 2394—Introduction ... ..	(d)
2820	Hydrophone and Echo Sounding Installations—Trials and Examinations during Refit, Periodical Docking, and on Ships being brought forward from Reserve ... ..	(f)
2821	Hervey Gardner Signalling Apparatus (Late Model U.C.), Type 706 and Type 706*—Removal ... ..	(f)
2822	<i>Issued Confidentially</i> ... ..	(f)
2823	Electric Cable, Pattern 4521, in Turrets ... ..	(d)
2824	Plugs and Sockets, Patterns 1842/3—Introduction ... ..	(b) A.F.O. 751/34.
2825	Basins, Pattern 8A—Alterations in Wash Place Troughs ... ..	(d)
2826	Watertight Compartments in H.M. Ships—Maintenance of Efficiency ... ..	(f)
2827	Welding and Cutting Apparatus—Supply of H.P. Oxy-Acetylene Plants to Capital Ships ... ..	(d)
2828	Submarines of the 1932 Programme—Classification for Storing Purposes ... ..	(d)
2829	B.R. 303 and 304—Removal from S.123 ... ..	(d)
2830	B.R. 332—Establishment of Naval Stores for Flotilla Leaders and Destroyers (1922 Edition)—Errata No. 14 ... ..	(d)
2831	B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes—Revised Edition ... ..	(d)
2832	Revised List of Particulars (Form D.128D) for use with the Establishment of Naval Stores for Electrical and Torpedo Purposes ... ..	(d)
2833	Station Monogram Label for Halifax, N.S. ... ..	(d)
2834	Civilian Staffs—Appointments ... ..	(a)
2835	Federated Universities Superannuation Scheme—Exchange of Policies ... ..	(d)
2836	Government Scheme of Compensation (No. 133) Framed under the Workmen's Compensation Act—REPORT ... ..	(a)
2837	Refrigerators in Official Residences—Cost of Running ... ..	(f)
2838	Q.F., 2 pdr., Mark II Guns—Removal of Radii at mouth of Feed Box ... ..	(d)
2839	Balls, Steel, $\frac{3}{4}$ in., 1 in., 2 in. and 3 in. diameter—REPORT ... ..	(f)
2840	Smoke Floats—Incidence of Charges for Inspection—Reconditioning, etc. (Dockyards) ... ..	(d)
2841	Projector Binnacles for Submarines under Construction—Supply Arrangements ... ..	(d)
2842	Felt—Government Department Specification ... ..	(d)
2843	Helves, Pattern 328—Distribution of Fresh Patterns ... ..	(d)
2844	Anti-Gas Respirators—Care by Midshipmen and Acting Sub-Lieutenants ... ..	(d)
2845	Electrical Installation in Ships—Training of Leading Stokers ... ..	(c) K.R. & A.I.



A.F.O.	Subject.	Disposal.
2846	Director Firing Gear—Pedal Operated Firing Gear—Clearance between D.C.O. Pistol and Operating Lever ("Nelson," etc.) ... ..	(f)
2847	Cordite—Landing—Destruction ... ..	(d)
2848	Cartridges, S.A., .303 in., Red Label, of certain Make and Date—Relegation to Ground Service ... ..	(d)
2849	Primers, Percussion, No. 1, Mark II, R.L., Lot 66, Filled R.L. 1.26—Critical Inspection—REPORT ... ..	(b) A.F.O. 185/34.
2850	Torpedoes and Stores—Additional Heads, Collision, allowed to certain Vessels as "Spares" for Destroyers of Home Fleet ... ..	(f)
2851	Torpedo Gyroscopes—Introduction of Cones, Valve, Stamp No. 1420A ... ..	(d)
2852	Torpedo Tubes, 21 in., Q.R. III*—Semi-permanent Beam Training Stops ("Kempenfelt," etc.) ... ..	(d)
2853	<i>Issued Confidentially</i> ... ..	(d)
2854	Condenser Tube Ferrules ... ..	(d)
2855	W/T Filter Unit, Pattern 8827—Introduction ... ..	(c) Sea Store Establishment.
2856	Bridge Megger, Pattern 6488—Allowance (Submarine Depôt Ships) ... ..	(c) Sea Store Establishment.
2857	Rulers, Parallel, Roller Type ... ..	(c) Sea Store Establishment.
2858	Tecalemit Grease Guns—Allowances—REPORT ... ..	(d)
2859	Sick Bay Accommodation in "Eclipse" and "Fearless" Classes and 1933 Programme Destroyers ... ..	(f)
2860	Bread Crumbing Attachment to Mincing Machines—Supply of Safety Device (H.M. Ships and Establishments concerned) ... ..	(d)
2861	Emergency Provisions on Board Oilers and Royal Fleet Auxiliaries at all Yards except Malta ... ..	(c) R.F.A. Regulations.
2862	B.R. 812—Issue of Revised Edition ... ..	(d)
2863	O.U. 6090 (B)—Range Tables for 4.7 in. Guns—Table No. 161A—Issue ... ..	(a)
2864	Form S.548B—Bridge Work Book—Abolition ... ..	(d)
2865	S.1246N—History Sheet for P. and R.T. Instructors—Institution ... ..	(d)
2866	Form S.1300—Issue to Aircraft Carriers and H.M.S. "Adventure" ... ..	(d)
2867	Form S.1303—Amendment ... ..	(d)
2868	H.M. Ships—New International Call Signs ... ..	(d) See A.F.O. "S" 255/33.
2869	Admiralty Engineer Overseer at Works of Messrs. Scotts' S. and E. Co., Ltd., Greenock—Appointment ... ..	(d)
2870	Civilian Staffs—Appointments ... ..	(a)
2871	Civilian Staffs—Vacancies ... ..	(a)
2872	Rate Fixer, Contract Department—Vacancy ... ..	(a)
2873	Appointments to the Departmental Clerical Class from Lower Clerical and Typing Grades—REPORT ... ..	(a)
2874	Second Class Draughtsman (Electrical and Engineering) and Inspectors—Examination ... ..	(a)
2875	Breech Mechanisms, B.L., 4.7 in., Marks I and I*, and B.L., 4 in., Marks VII—VIII, IX to IX*** Guns—Repair to Breech Screw ... ..	(d)
2876	Breech Mechanisms, B.L., 4.7 in., Marks I and I* Guns—Fitting of "Water Baffle" Bush to Vent Axial ... ..	(d)
2877	Rangefinders and Mountings—Adjustment in Values ... ..	(d)
2878	Repairable Searchlight Reflectors sent to Portsmouth—Accounting Procedure ... ..	(d)
2879	Ships Preparing for Sale—Harbour Charge Lists ... ..	(d)
2880	W/T Forms D.162, D.620 and D.621, for Sub-head F.1A and Form D.498—Reprint ... ..	(d)
2881	<i>Issued Confidentially</i> ... ..	} §
2882	<i>Issued Confidentially</i> ... ..	
2883	<i>Issued Confidentially</i> ... ..	
2884	<i>Issued Confidentially</i> ... ..	

A.F.O.	Subject.	Disposal.
2885	<i>Issued Confidentially</i> ... ..	}
2886	<i>Issued Confidentially</i> ... ..	
2887	<i>Issued Confidentially</i> ... ..	
2888	<i>Issued Confidentially</i> ... ..	
2889	<i>Issued Confidentially</i> ... ..	
2890	<i>Issued Confidentially</i> ... ..	
2891	<i>Issued Confidentially</i> ... ..	
2892	Training Service Regulations ... ..	
2893	B.R. 4—Instructions Relating to the Supply of Naval Stores to H.M. Ships ... ..	
2894	B.R. 14—Drafting Regulations ... ..	
2895	B.R. 17—Field Service Pocket Book ... ..	}
2896	B.R. 62—R.N.R. Regulations (Officers), 1932 ... ..	
2897	B.R. 63—R.N.R. Regulations (Men), 1933 ... ..	
2898	B.R. 65—R.N.V.R. Regulations, 1933 ... ..	
2899	B.R. 68—Manual of Seamanship, Vol. II ... ..	
2900	B.R. 225—Gun Mounting Store Duties Instructions ... ..	
2901	B.R. 226—Establishment of Spare Parts and Tools for Transferable Gun Mountings ... ..	
2902	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
2903	Gun Drill Books ... ..	
2904	O.U. 5380/27—Instructions to Registrars for Mobilising the R.N.R. (Men) ... ..	
2905	O.U. 5421/30—Coastguard, Signal and W/T Stations—Address List ... ..	(b) A.F.O. 789/34.
2906	O.U. 5429/31—Turret Gun Drill for 8 in., B.L. Guns, on Marks I and I* Mountings ... ..	
2907	O.U. 5437—Handbook of Gunnery Organisation ... ..	
2908	O.U. 5441—Maintenance of Submarine Torpedo Tubes ... ..	
2909	O.U. 5449—Regulations for Maintenance of 21 in., Marks II-V Torpedoes ... ..	
2910	O.U. 5450—Regulations for Maintenance of 21 in., Mark IV* S. and S.O. Torpedoes, and 21 in., Mark II S.F.P. Torpedoes, in Submarines ... ..	
2911	O.U. 5451—Regulations for Maintenance of 21 in., Mark VII Torpedoes ... ..	
2912	O.U. 5453—Drill for 0.5 in. Guns on "M," Mark I Mounting, 1933 ... ..	
2913	O.U. 5456—Turret Gun Drill for B.L., 6 in., Mark XXIII Gun on Twin, Mark XXI Mounting ... ..	
2914	O.U. 6090 (W)—Range Tables for 8 in. Guns ... ..	(b) New Order will be issued. (a) (f) (f)
2915	O.U. 6178—Handbook of Signalling Equipment ... ..	
2916	O.U. 6213—Handbook for 16 in., B.L., Mark I Gun, Book I ... ..	
2917	O.U. 6234—Reserves of Naval Stores to be maintained at H.M. Dockyards, etc., at Home ... ..	
2918	O.U. 6247—Regulations for Maintenance of 21 in., Mark VIII Torpedoes ... ..	
2919	Store Duties Instructions ... ..	
2920	Motor Transport Instructions (N.S.M.T. 428/32)... ..	
2921	<i>Issued Confidentially</i> ... ..	
2922	Higher Educational Test, March, 1934—Time Table ... ..	
2923	Petty Officers' Course—Revised Arrangements ... ..	
2924	State Insurance ... ..	(b) New Order will be issued. (c) Navy List. (a) (a) (b) A.F.O. 3018/33.
2925	Railway Concessions for Personnel Travelling on Leave, etc., and their Families ... ..	
2926	Admiralty Surgeon and Agent (Great Yarmouth) ... ..	
2927	Organising Secretary for Portsmouth Navy Week ... ..	
2928	Sports—R.N. and R.M. Sports Control Board—Donation ... ..	
2929	Cartridges, Signal, 1 in., Green, Mark VI, Lot 22, 3.30—Withdrawal ... ..	

A.F.O.	Subject.	Disposal.
2930	Fuzes, Percussion, D.A., No. 118 and No. 230, Mark I.Z.—Fitting with Thicker Striker Cover—Exchange and Use of Fuzes ... ..	(f)
2931	Torpedoes, 18 in., Mark VIII*—Continued Use when unable to pass Gun or Body Gauge ... ..	(f)
2932	Torpedoes—Spare Gear—Alteration to Contents of Chests ... ..	(d)
2933	Torpedo Stores—Dummy Pistols ... ..	(f)
2934	Torpedo Stores—Gauges, St. No. 84—Withdrawal from Chest, Tool ("Nelson" and "Rodney") ... ..	(f)
2935	A.W. Revolving Torpedo Tubes—Corrosion in the Region of Steam Heating Coils (Ships and Dockyards concerned) ... ..	(f)
2936	Chests, Tool and Spare Gear, for Gyroscopes—Alterations to Allowances ... ..	(d)
2937	<i>Issued Confidentially</i> ... ..	(d)
2938	Respirators—Anti-Gas ... ..	(d)
2939	Gun Circuits—Directions for Fitting Crimped Cable Sockets ... ..	(f)
2940	G.M. Couplings, Patterns 4046 and 4047, and Bronze Hoses, No. 4—Alterations to Rate Books, etc. ...	(d)
2941	W/T, Type 43A—Handling of Stabiliser 4G ... ..	(c) B.R. 222 and W/T Instruments.
2942	Electric Fires, Toasters and Radiators for New Construction ("Chatham," etc.) ... ..	(d)
2943	Switches, Dimming, Pattern 5964, for Collimator Lamps of Gyro Sights—Introduction ... ..	(d)
2944	"Foam" Fire Extinguishers—Brass Measures ... ..	(c) Sea Store Establishment.
2945	"Duresco," White Distemper, etc.—Use ... ..	(d)
2946	Medical Stores for Service Afloat—Addition of Tannic Acid Compound Solution Pellets ... ..	(d)
2947	<i>Issued Confidentially</i> ... ..	(d)
2948	Admiralty District Electrical Engineer, Manchester—Telephone Number ... ..	(d)
2949	Civilian Staffs—Appointments ... ..	(a)
2950	Civilian Staffs—Vacancy ... ..	(a)
2951	Allowances for Use of Private Motor Vehicles for Official Business Abroad—Regulations ... ..	(c) O.U. 5225.
2952	M.T. Vehicles—Dimensions and Position of Tyres ...	(c) M.T. Instructions.
2953	<i>Issued Confidentially</i> ... ..	(d)
2954	Guns, 3 in.—Davits—(Dockyards at Home (except Sheerness))—REPORTS ... ..	(d)
2955	Ships reduced to Maintenance Reserve at Rosyth—Heat Treatment of Chain Cables ... ..	(d)
2956	Conduits and Accessories for Electrical Purposes, Schedule 108—Revision ... ..	(d)
2957	Paravane Fittings for H.S.M.S.—Stocks ... ..	(d)
2958	G.M. Couplings—Modifications to Standard Drawings, etc. ... ..	(d)
2959	Empty Admiralty Rail Tank Wagons—Haulage Charges	(f)
2960	<i>Issued Confidentially</i> ... ..	(f)
2961	H.M.S. "Vivid"—Change of Name ... ..	(d)
2962	H.M. Destroyer "Salmon"—Renaming ... ..	(d)
2963	Dutch Fishery Protection Service ... ..	(b) A.F.O. 1288/32.
2964	<i>Issued Confidentially</i> ... ..	(f)
2965	Senior Officers' Technical Course, January, 1934 ...	(c) Table of Courses.
2966	Gyro Compass Course, 1934 ... ..	(d)
2967	Qualifying Educational Examination for the Rank of Acting Sub-Lieutenant—Result ... ..	(a)
2968	Warrant Ordnance Officers and Ordnance Artificers—Courses of Instruction (Home Fleet and Gunnery Schools) ... ..	(d)
2969	W/T Gear—Care and Maintenance—Instruction of Telegraphist Ratings and Electrical Artificers ...	(c) Drafting Regulations.

A.F.O.	Subject.	Disposal.
2970	Stoker Ratings—Course in the Mechanical Training Establishments ... ..	(c) K.R. & A.I.
2971	H.M. Ships returning to the United Kingdom—Nominal Lists of Ratings embarked as Passengers ... ..	(c) K.R. & A.I.
2972	Navy, Army, and Air Force Institutes—Corps' Representative for Royal Marine Establishments ... ..	(a)
2973	Messing Contributions for Families while on Passage—Revised Scale ... ..	(c) K.R. & A.I.
2974	Sports—R.N. and R.M. Sports Control Board—Donation	(a)
2975	Gun Mountings, 4·7 in., C.P.XIV and 5·1 in.—Provision of Catch Nets for Ejected Cartridge Cases (4·7 in. in "A," "B," "C" and "D" Class Destroyers, Dockyards, etc., and 5·1 in. in "Kempenfelt") ... ..	(f)
2976	Dials, Adding Datum Angle, Pattern 9247—Modification to Lining-up Arrangements—REPORT ... ..	(f)
2977	Hand-operated Tecaletmit Sprayer—Modified Type ... ..	(d)
2978	Battery Cooling Mechanism and CO <sub>2</sub> Plant ... ..	(c) B.R. 16, Art. 279.
2979	Telephone Equipment for Divers—Spare Parts ... ..	(d)
2980	<i>Issued Confidentially</i> ... ..	(e)
2981	Cordite, R.N. 2275, Size 7½, Mark I—Destruction ... ..	(d)
2982	Fuzes, Time, No. 198—Keys, Nos. 114 and 115 (H.M. Ships) ... ..	(d)
2983	Circuit Breakers on Low Power Boards—Whipp & Bourne's Manufacture (Sloops)—REPORTS ... ..	(d)
2984	Submarine Main Batteries—Removal of Paraffin Wax Sealing ... ..	(f)
2985	Paper, Congo Red—Use in lieu of Litmus Paper for Testing Guncotton ... ..	(f)
2986	Anchors, Stockless—New Standard Admiralty Plan ... ..	(d)
2987	Gyro Compasses—Restricted Use of Gold Size ... ..	(f)
2988	Binnacles, Patterns 172 and 199—Flinders Bars ... ..	(f)
2989	<i>Issued Confidentially</i> ... ..	(d)
2990	<i>Issued Confidentially</i> ... ..	(b) C.A.F.O. 372/34.
2991	Echo Sounding Installation, Type 752—Receivers, Patterns 9964 and 9987—Modifications ... ..	(d)
2992	Oil—Secondary Lighting in A/S, V/S and W/T Spaces—REPORTS ... ..	(c) Sea Store Establishment.
2993	Spare Junction Boxes—Method of Accounting ... ..	(d)
2994	Chain Stoppers—Allowance ... ..	(c) Destroyer Establishment.
2995	Electric Vacuum Cleaners—Supply—REPORT ... ..	(d)
2996	Domestic Automatic Refrigerators—Supply to Ships Stationed in Hot Climates ... ..	(d)
2997	Semaphores, Pattern 1387A—Strengthened Handle, etc. ... ..	(d)
2998	Ships' and Boats' Badges and Mottoes ... ..	(f)
2999	Fire Extinguishers, "Foam" Type—Allowance to Submarines ... ..	(c) Submarine Establishment
3000	W/T—Handbooks for Certain Apparatus—Instructions for Care and Maintenance ... ..	(d)
3001	W/T—History Sheets for Receiving and D/F Apparatus—Introduction ... ..	(d)
3002	M.235—Statistical Return of Dental Operations, etc.—Revision ... ..	(d)
3003	Royal Marine Clothing—Badges and Small Items ... ..	(d)
3004	Civilian Staffs—Appointments ... ..	(a)
3005	Civilian Staffs—Vacancy ... ..	(a)
3006	Messing Contributions for Families—Revised Scales ... ..	(c) O.U. 5225.
3007	Singapore—Accounting for Naval Stores (all Yards, etc.) ... ..	(b) A.F.O. 931/34.
3008	Y.C. 67—Dumb Lighter (H.M. Dockyards, etc.)—REPORT ... ..	(d)
3009	Signal and Telegraphist Warrant Officers—Allowance ... ..	(c) K.R. & A.I.
3010	Signal and Telegraphist Branches—Conditions of Service and Pay ... ..	(f)
3011	Steam Launch 113, attached to R.N. Armament Supply Department at Priddy's Hard—Naming ... ..	(d)

A.F.O.	Subject.	Disposal.
3012	Fleet Air Arm—R.M. Personnel ... ..	(d)
3013	Examination for Rank of Paymaster Sub-Lieutenant, September, 1933—Results ... ..	(a)
3014	Educational Examinations Afloat ... ..	(a)
3015	Railway Travelling on Duty ... ..	(b) New Order will be issued.
3016	Royal Tournament, 1934 ... ..	(d)
3017	Sports—R.N. and R.M. Golfing Society ... ..	(a)
3018	Cartridges, Signal, 1 in., Green, Mark VI T, Lot 22, 3.30— Withdrawal ... ..	(d)
3019	Fire Control—Springs for Hunter Contacts ... ..	(f)
3020	Submarine Main Batteries—Admiralty Serial Numbers...	(f)
3021	Condenser Ferrules—Modification of Design ... ..	(c) Book of Cocks and Valves.
3022	I.R. Tubing, Pattern 17—Obsolescent ... ..	(d)
3023	Sectional Steel Bookcases, Pattern 4621—Provision and Allowance (1932 New Construction, "Exmouth," etc.)	(d)
3024	B.R. 23—Issue ... ..	(d)
3025	B.R. 49—Price to be Charged for Sale Copies ... ..	(d)
3026	Civilian Staffs—Appointments ... ..	(a)
3027	Travelling Expenses—Class of Railway Accommodation —Civil Staff ... ..	(c) O.U. 5225.
3028	<i>Issued Confidentially</i> ... ..	(f)
3029	<i>Issued Confidentially</i> ... ..	(d)
3030	D/F and W/T Outfits—Desiccation of Paper Insulated Cable, Pattern 9749 (Dockyards) ... ..	(f)
3031	Coal, Coke, and Oil Fuel for Dockyard Services—Financial Year, 1933 ... ..	(d)
3032	Form D.230—Regulations for Merchant Ships or Vessels coming alongside the Royal Dockyards—Revision ...	(d)

Orders marked \* have been communicated to the Press

## Section 1

### ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

# 1923

#### \*498.—Senior Naval Officer—Use of Title

(M. 10376/23.—2.3.1923.)

The title "Senior Naval Officer" is frequently assigned to an officer appointed specifically for the charge of naval interests at a Port or in a District.

2. As this practice appears to be open to the objection that confusion may arise whenever an officer senior to the local "Senior Naval Officer" arrives afloat, it has been decided to discontinue it.

3. In future, the titles "Naval Officer in charge," "Captain in charge," or, in particular cases, "Resident Naval Officer" will be used, and Commanders-in-Chief should conform to this rule in any local orders they may issue.

#### 2544.—Washington Naval Treaty

(M. 1630.—28.9.1923.)

The Washington Treaty for the Limitation of Naval Armament between the United States of America, the British Empire, France, Italy and Japan, came into force on 17th August, 1923. The operative provisions of the Treaty are printed below.

#### CHAPTER I.

#### GENERAL PROVISIONS RELATING TO THE LIMITATION OF NAVAL ARMAMENT.

##### ARTICLE I.

The Contracting Powers agree to limit their respective naval armament as provided in the present Treaty.

##### ARTICLE II.

The Contracting Powers may retain respectively the capital ships which are specified in Chapter II, Part 1. On the coming into force of the present Treaty, but subject to the following provisions of this Article, all other capital ships, built or building, of the United States, the British Empire and Japan shall be disposed of as prescribed in Chapter II, Part 2.

In addition to the capital ships specified in Chapter II, Part 1, the United States may complete and retain two ships of the "West Virginia" class now under construction. On the completion of these two ships the "North Dakota" and "Delaware" shall be disposed of as prescribed in Chapter II, Part 2.

The British Empire may, in accordance with the replacement table in Chapter II, Part 3, construct two new capital ships not exceeding 35,000 tons (35,560 metric tons) standard displacement each. On the completion of the said two ships the "Thunderer," "King George V," "Ajax" and "Centurion" shall be disposed of as prescribed in Chapter II, Part 2.

#### ARTICLE III.

Subject to the provisions of Article II, the Contracting Powers shall abandon their respective capital shipbuilding programmes, and no new capital ships shall be constructed or acquired by any of the Contracting Powers except replacement tonnage which may be constructed or acquired as specified in Chapter II, Part 3.

Ships which are replaced in accordance with Chapter II, Part 3, shall be disposed of as prescribed in Part 2 of that Chapter.

#### ARTICLE IV.

The total capital ship replacement tonnage of each of the Contracting Powers shall not exceed in standard displacement, for the United States, 525,000 tons (533,400 metric tons); for the British Empire, 525,000 tons (533,400 metric tons); for France, 175,000 tons (177,800 metric tons); for Italy, 175,000 tons (177,800 metric tons); for Japan, 315,000 tons (320,040 metric tons).

#### ARTICLE V.

No capital ship exceeding 35,000 tons (35,560 metric tons) standard displacement shall be acquired by, or constructed by, for, or within the jurisdiction of, any of the Contracting Powers.

#### ARTICLE VI.

No capital ship of any of the Contracting Powers shall carry a gun with a calibre in excess of 16 inches (406 millimetres).

#### ARTICLE VII.

The total tonnage for aircraft carriers of each of the Contracting Powers shall not exceed in standard displacement, for the United States, 135,000 tons (137,160 metric tons); for the British Empire, 135,000 tons (137,160 metric tons); for France, 60,000 tons (60,960 metric tons); for Italy, 60,000 tons (60,960 metric tons); for Japan, 81,000 tons (82,296 metric tons).

#### ARTICLE VIII.

The replacement of aircraft carriers shall be effected only as prescribed in Chapter II, Part 3, provided, however, that all aircraft carrier tonnage in existence or building on 12th November, 1921, shall be considered experimental, and may be replaced, within the total tonnage limit prescribed in Article VII, without regard to its age.

## ARTICLE IX.

No aircraft carrier exceeding 27,000 tons (27,432 metric tons) standard displacement shall be acquired by, or constructed by, for or within the jurisdiction of, any of the Contracting Powers.

However, any of the Contracting Powers may, provided that its total tonnage allowance of aircraft carriers is not thereby exceeded, build not more than two aircraft carriers, each of a tonnage of not more than 33,000 tons (33,528 metric tons) standard displacement, and in order to effect economy any of the Contracting Powers may use for this purpose any two of their ships, whether constructed or in course of construction, which would otherwise be scrapped under the provisions of Article II. The armament of any aircraft carriers exceeding 27,000 tons (27,432 metric tons) standard displacement shall be in accordance with the requirements of Article X, except that the total number of guns to be carried in case any of such guns be of a calibre exceeding 6 inches (152 millimetres), except anti-aircraft guns and guns not exceeding 5 inches (127 millimetres), shall not exceed eight.

## ARTICLE X.

No aircraft carrier of any of the Contracting Powers shall carry a gun with a calibre in excess of 8 inches (203 millimetres). Without prejudice to the provisions of Article IX, if the armament carried includes guns exceeding 6 inches (152 millimetres) in calibre the total number of guns carried, except anti-aircraft guns and guns not exceeding 5 inches (127 millimetres), shall not exceed ten. If alternatively the armament contains no guns exceeding 6 inches (152 millimetres) in calibre, the number of guns is not limited. In either case the number of anti-aircraft guns and of guns not exceeding 5 inches (127 millimetres) is not limited.

## ARTICLE XI.

No vessel of war exceeding 10,000 tons (10,160 metric tons) standard displacement, other than a capital ship or aircraft carrier, shall be acquired by, or constructed by, for, or within the jurisdiction of, any of the Contracting Powers. Vessels not specifically built as fighting ships not taken in time of peace under Government control for fighting purposes, which are employed on fleet duties or as troop transports or in some other way for the purpose of assisting in the prosecution of hostilities otherwise than as fighting ships, shall not be within the limitations of this Article.

## ARTICLE XII.

No vessel of war of any of the Contracting Powers, hereafter laid down, other than a capital ship, shall carry a gun with a calibre in excess of 8 inches (203 millimetres).

## ARTICLE XIII.

Except as provided in Article IX, no ship designated in the present Treaty to be scrapped may be reconverted into a vessel of war.

## ARTICLE XIV.

No preparations shall be made in merchant ships in time of peace for the installation of warlike armaments for the purpose of converting such ships into vessels of war, other than the necessary stiffening of decks for the mounting of guns not exceeding 6 inch (152 millimetres) calibre.



## ARTICLE XV.

No vessel of war constructed within the jurisdiction of any of the Contracting Powers for a non-Contracting Power shall exceed the limitations as to displacement and armament prescribed by the present Treaty for vessels of a similar type which may be constructed by or for any of the Contracting Powers; provided, however, that the displacement for aircraft carriers constructed for a non-Contracting Power shall in no case exceed 27,000 tons (27,432 metric tons) standard displacement.

## ARTICLE XVI.

If the construction of any vessel of war for a non-Contracting Power is undertaken within the jurisdiction of any of the Contracting Powers, such Power shall promptly inform the other Contracting Powers of the date of the signing of the contract and the date on which the keel of the ship is laid; and shall also communicate to them the particulars relating to the ship prescribed in Chapter II, Part 3, Section I (b), (4) and (5).

## ARTICLE XVII.

In the event of a Contracting Power being engaged in war, such Power shall not use as a vessel of war any vessel of war which may be under construction within its jurisdiction for any other Power, or which may have been constructed within its jurisdiction for another Power and not delivered.

## ARTICLE XVIII.

Each of the Contracting Powers undertakes not to dispose by gift, sale or any mode of transfer of any vessel of war in such a manner that such vessel may become a vessel of war in the Navy of any foreign Power.

## ARTICLE XIX.

The United States, the British Empire and Japan agree that the *status quo* at the time of the signing of the present Treaty, with regard to fortifications and naval bases, shall be maintained in their respective territories and possessions specified hereunder:

1. The insular possessions which the United States now holds or may hereafter acquire in the Pacific Ocean, except (a) those adjacent to the coast of the United States, Alaska and the Panama Canal Zone, not including the Aleutian Islands, and (b) the Hawaiian Islands;

2. Hong Kong and the insular possessions which the British Empire now holds or may hereafter acquire in the Pacific Ocean, east of the meridian of 110° east longitude, except (a) those adjacent to the coast of Canada, (b) the Commonwealth of Australia and its territories, and (c) New Zealand;

3. The following insular territories and possessions of Japan in the Pacific Ocean, to wit: the Kurile Islands, the Bonin Islands, Amami-Oshima, the Loochoo Islands, Formosa and the Pescadores, and any insular territories or possessions in the Pacific Ocean which Japan may hereafter acquire.

The maintenance of the *status quo* under the foregoing provisions implies that no new fortifications or naval bases shall be established in the territories and possessions specified; that no measures shall be taken to increase the existing naval facilities for the repair and maintenance of naval forces, and that no increase shall be made in the coast defences of the territories and possessions above specified. This restriction, however, does not preclude such repair and replacement of worn-out weapons and equipment as is customary in naval and military establishments in time of peace.

## ARTICLE XX.

The rules for determining tonnage displacement prescribed in Chapter II, Part 4, shall apply to the ships of each of the Contracting Powers.

## CHAPTER II.

RULES RELATING TO THE EXECUTION OF THE TREATY--  
DEFINITION OF TERMS.

## PART I.—CAPITAL SHIPS WHICH MAY BE RETAINED BY THE CONTRACTING POWERS

In accordance with Article II ships may be retained by each of the Contracting Powers as specified in this Part.

*Ships which may be retained by the United States.*

<i>Name.</i>	<i>Tonnage.</i>
" Maryland " ... ..	32,600
" California " ... ..	32,300
" Tennessee " ... ..	32,300
" Idaho " ... ..	32,000
" New Mexico " ... ..	32,000
" Mississippi " ... ..	32,000
" Arizona " ... ..	31,400
" Pennsylvania " ... ..	31,400
" Oklahoma " ... ..	27,500
" Nevada " ... ..	27,500
" New York " ... ..	27,000
" Texas " ... ..	27,000
" Arkansas " ... ..	26,000
" Wyoming " ... ..	26,000
" Florida " ... ..	21,825
" Utah " ... ..	21,825
" North Dakota " ... ..	20,000
" Delaware " ... ..	20,000

Total tonnage ... .. 500,650

On the completion of the two ships of the " West Virginia " class and the scrapping of the " North Dakota " and " Delaware," as provided in Article II, the total tonnage to be retained by the United States will be 525,850 tons.

*Ships which may be retained by the British Empire.*

<i>Name.</i>	<i>Tonnage.</i>
" Royal Sovereign " ... ..	25,750
" Royal Oak " ... ..	25,750
" Revenge " ... ..	25,750
" Resolution " ... ..	25,750
" Ramillies " ... ..	25,750
" Malaya " ... ..	27,500
" Valiant " ... ..	27,500
" Barham " ... ..	27,500
" Queen Elizabeth " ... ..	27,500
" Warspite " ... ..	27,500
" Benbow " ... ..	25,000
" Emperor of India " ... ..	25,000
" Iron Duke " ... ..	25,000
" Marlborough " ... ..	25,000
" Hood " ... ..	41,200
" Renown " ... ..	26,500
" Repulse " ... ..	26,500
" Tiger " ... ..	23,500
" Thunderer " ... ..	22,500
" King George V " ... ..	23,000
" Ajax " ... ..	23,000
" Centurion " ... ..	23,000

Total tonnage ... .. 580,450

On the completion of the two new ships to be constructed and the scrapping of the " Thunderer," " King George V," " Ajax " and " Centurion," as provided in Article II, the total tonnage to be retained by the British Empire will be 558,950 tons.

*Ships which may be retained by France.*

<i>Name.</i>								<i>Tonnage (metric tons).</i>
"Bretagne" ...	...	...	...	...	...	...	...	23,500
"Lorraine" ...	...	...	...	...	...	...	...	23,500
"Provence" ...	...	...	...	...	...	...	...	23,500
"Paris" ...	...	...	...	...	...	...	...	23,500
"France" ...	...	...	...	...	...	...	...	23,500
"Jean Bart" ...	...	...	...	...	...	...	...	23,500
"Courbet" ...	...	...	...	...	...	...	...	23,500
"Condorcet" ...	...	...	...	...	...	...	...	18,890
"Diderot" ...	...	...	...	...	...	...	...	18,890
"Voltaire" ...	...	...	...	...	...	...	...	18,890
Total tonnage ...								221,170

France may lay down new tonnage in the years 1927, 1929, and 1931, as provided in Part 3, Section II.

*Ships which may be retained by Italy.*

<i>Name.</i>								<i>Tonnage (metric tons).</i>
"Andrea Doria" ...	...	...	...	...	...	...	...	22,700
"Caio Duilio" ...	...	...	...	...	...	...	...	22,700
"Conte Di Cavour" ...	...	...	...	...	...	...	...	22,500
"Giulio Cesare" ...	...	...	...	...	...	...	...	22,500
"Leonardo Da Vinci" ...	...	...	...	...	...	...	...	22,500
"Dante Alighieri" ...	...	...	...	...	...	...	...	19,500
"Roma" ...	...	...	...	...	...	...	...	12,600
"Napoli" ...	...	...	...	...	...	...	...	12,600
"Vittorio Emanuele" ...	...	...	...	...	...	...	...	12,600
"Regina Elena" ...	...	...	...	...	...	...	...	12,600
Total tonnage ...								182,800

Italy may lay down new tonnage in the years 1927, 1929, and 1931, as provided in Part 3, Section II.

*Ships which may be retained by Japan.*

<i>Name.</i>								<i>Tonnage.</i>
"Mutsu" ...	...	...	...	...	...	...	...	33,800
"Nagato" ...	...	...	...	...	...	...	...	33,800
"Hiuga" ...	...	...	...	...	...	...	...	31,260
"Ise" ...	...	...	...	...	...	...	...	31,260
"Yamashiro" ...	...	...	...	...	...	...	...	30,600
"Fu-So" ...	...	...	...	...	...	...	...	30,600
"Kirishima" ...	...	...	...	...	...	...	...	27,500
"Haruna" ...	...	...	...	...	...	...	...	27,500
"Hiyei" ...	...	...	...	...	...	...	...	27,500
"Kongo" ...	...	...	...	...	...	...	...	27,500
Total tonnage ...								301,320

## PART 2.—RULES FOR SCRAPPING VESSELS OF WAR.

The following rules shall be observed for the scrapping of vessels of war which are to be disposed of in accordance with Articles II and III.

I. A vessel to be scrapped must be placed in such condition that it cannot be put to combative use.

II. This result must be finally effected in any one of the following ways:—

(a) Permanent sinking of the vessel;

(b) Breaking the vessel up. This shall always involve the destruction or removal of all machinery, boilers and armour, and all deck, side and bottom plating;

- (c) Converting the vessel to target use exclusively. In such case all the provisions of paragraph III of this Part, except sub-paragraph (6), in so far as may be necessary to enable the ship to be used as a mobile target, and except sub-paragraph (7), must be previously complied with. Not more than one capital ship may be retained for this purpose at one time by any of the Contracting Powers.
- (d) Of the capital ships which would otherwise be scrapped under the present Treaty in or after the year 1931, France and Italy may each retain two sea-going vessels for training purposes exclusively, that is, as gunnery or torpedo schools. The two vessels retained by France shall be of the "Jean Bart" class, and of those retained by Italy one shall be the "Dante Alighieri," the other of the "Giulio Cesare" class. On retaining these ships for the purpose above stated, France and Italy respectively undertake to remove and destroy their conning-towers, and not to use the said ships as vessels of war.

III.—(a) Subject to the special exceptions contained in Article IX, when a vessel is due for scrapping, the first stage of scrapping, which consists in rendering a ship incapable of further warlike service, shall be immediately undertaken.

(b) A vessel shall be considered incapable of further warlike service when there shall have been removed and landed, or else destroyed in the ship:

1. All guns and essential portions of guns, fire-control tops and revolving parts of all barbettes and turrets;
2. All machinery for working hydraulic or electric mountings;
3. All fire-control instruments and rangefinders;
4. All ammunition, explosives and mines;
5. All torpedoes, warheads and torpedo tubes;
6. All wireless telegraphy installations;
7. The conning tower and all side armour, or alternatively all main propelling machinery; and
8. All landing and flying-off platforms and all other aviation accessories.

IV. The periods in which scrapping of vessels is to be effected are as follows:—

- (a) In the case of vessels to be scrapped under the first paragraph of Article II, the work of rendering the vessels incapable of further warlike service, in accordance with paragraph III of this Part, shall be completed within six months from the coming into force of the present Treaty, and the scrapping shall be finally effected within eighteen months from such coming into force.
- (b) In the case of vessels to be scrapped under the second and third paragraphs of Article II, or under Article III, the work of rendering the vessel incapable of further warlike service in accordance with paragraph III of this Part shall be commenced not later than the date of completion of its successor, and shall be finished within six months from the date of such completion. The vessel shall be finally scrapped, in accordance with paragraph II of this Part, within eighteen months from the date of completion of its successor. If, however, the completion of the new vessel be delayed, then the work of rendering the old vessel incapable of further warlike service in accordance with paragraph III of this Part shall be commenced within four years from the laying of the keel of the new vessel, and shall be finished within six months from the date on which such work was commenced, and the old vessel shall be finally scrapped in accordance with paragraph II of this Part within eighteen months from the date when the work of rendering it incapable of further warlike service was commenced.

## PART 3.—REPLACEMENT.

The replacement of capital ships and aircraft carriers shall take place according to the rules in Section I and the tables in Section II of this Part.

Section I.—*Rules for Replacement.*

(a) Capital ships and aircraft carriers twenty years after the date of their completion may, except as otherwise provided in Article VIII and in the tables in Section II of this Part, be replaced by new construction, but within the limits prescribed in Article IV and Article VII. The keels of such new construction may, except as otherwise provided in Article VIII and in the tables in Section II of this Part, be laid down not earlier than seventeen years from the date of completion of the tonnage to be replaced, provided, however, that no capital ship tonnage, with the exception of the ships referred to in the third paragraph of Article II, and the replacement tonnage specifically mentioned in Section II of this Part, shall be laid down until ten years from 12th November, 1921.

(b) Each of the Contracting Powers shall communicate promptly to each of the other Contracting Powers the following information:—

1. The names of the capital ships and aircraft carriers to be replaced by new construction;
2. The date of governmental authorisation of replacement tonnage;
3. The date of laying the keels of replacement tonnage;
4. The standard displacement in tons and metric tons of each new ship to be laid down, and the principal dimensions, namely, length at waterline, extreme beam at or below waterline, mean draft at standard displacement;
5. The date of completion of each new ship and its standard displacement in tons and metric tons, and the principal dimensions, namely, length at waterline, extreme beam at or below waterline, mean draft at standard displacement, at time of completion.

(c) In case of loss or accidental destruction of capital ships or aircraft carriers, they may immediately be replaced by new construction subject to the tonnage limits prescribed in Articles IV and VII and in conformity with the other provisions of the present Treaty, the regular replacement programme being deemed to be advanced to that extent.

(d) No retained capital ships or aircraft carriers shall be reconstructed except for the purpose of providing means of defence against air and submarine attack, and subject to the following rules: The Contracting Powers may, for that purpose, equip existing tonnage with bulge or blister or anti-air attack deck protection, providing the increase of displacement thus effected does not exceed 3,000 tons (3,048 metric tons) displacement for each ship. No alterations in side armour, in calibre, number or general type of mounting of main armament shall be permitted except:

1. In the case of France and Italy, which countries within the limits allowed for bulge may increase their armour protection and the calibre of the guns now carried in their existing capital ships so as not to exceed 16 inches (406 millimetres) and
2. The British Empire shall be permitted to complete, in the case of the "Renown," the alterations to armour that have already been commenced but temporarily suspended.

Section II.—*Replacement and Scrapping of Capital Ships.*

## UNITED STATES.

Year.	Ships laid down.	Ships completed.	Ships scrapped (age in parentheses).	Ships retained. Summary.	
				Pre- Jutland.	Post- Jutland.
			Maine (20), Missouri (20), Virginia (17), Nebraska (17), Georgia (17), New Jersey (17), Rhode Island (17), Connecticut (17), Louisiana (17), Vermont (16), Kansas (16), Minnesota (16), New Hampshire (15), South Carolina (13), Michigan (13), Washington (0), South Dakota (0), Indiana (0), Montana (0), North Carolina (0), Iowa (0), Massachusetts (0), Lexington (0), Constitution (0), Constellation (0), Saratoga (0), Ranger (0), United States (0)*	17	1
1922	—	A, B†	Delaware (12), North Dakota (12)	15	3
1923	—	—	—	15	3
1924	—	—	—	15	3
1925	—	—	—	15	3
1926	—	—	—	15	3
1927	—	—	—	15	3
1928	—	—	—	15	3
1929	—	—	—	15	3
1930	—	—	—	15	3
1931	C, D	—	—	15	3
1932	E, F	—	—	15	3
1933	G	—	—	15	3
1934	H, I	C, D	Florida (23), Utah (23), Wyoming (22)	12	5
1935	J	E, F	Arkansas (23), Texas (21), New York (21)	9	7
1936	K, L	G	Nevada (20), Oklahoma (20) ...	7	8
1937	M	H, I	Arizona (21), Pennsylvania (21)	5	10
1938	N, O	J	Mississippi (21) ...	4	11
1939	P, Q	K, L	New Mexico (21), Idaho (20) ...	2	13
1940	—	M	Tennessee (20) ...	1	14
1941	—	N, O	California (20), Maryland (20)	0	15
1942	—	P, Q	2 ships West Virginia class ...	0	15

\* The United States may retain the "Oregon" and "Illinois," for non-combatant purposes, after complying with the provisions of Part 2, III (b).

† Two "West Virginia" class.

Note.—A, B, C, D, etc., represent individual capital ships of 35,000 tons standard displacement, laid down and completed in the years specified.

## BRITISH EMPIRE.

Year.	Ships laid down.	Ships completed.	Ships scrapped (age in parentheses).	Ships retained. Summary.	
				Pre- Jutland.	Post- Jutland.
			Commonwealth (16), Agamemnon (13), Dreadnought (15), Bellerophon (12), St. Vincent (11), Inflexible (13), Superb (12), Neptune (10), Hercules (10), Indomitable (13), Temeraire (12), New Zealand (9), Lion (9), Princess Royal (9), Conqueror (9), Monarch (9), Orion (9), Australia (8), Agincourt (7), Erin (7), 4 building or projected*	21	1
1922	A, B†	—	—	21	1
1923	—	—	—	21	1
1924	—	—	—	21	1
1925	—	A, B	King George V (13), Ajax (12), Centurion (12), Thunderer (13)	17	3
1926	—	—	—	17	3
1927	—	—	—	17	3
1928	—	—	—	17	3
1929	—	—	—	17	3
1930	—	—	—	17	3
1931	C, D	—	—	17	3
1932	E, F	—	—	17	3
1933	G	—	—	17	3
1934	H, I	C, D	Iron Duke (20), Marlborough (20), Emperor of India (20), Benbow (20)	13	5
1935	J	E, F	Tiger (21), Queen Elizabeth (20), Warspite (20), Barham (20)	9	7
1936	K, L	G	Malaya (20), Royal Sovereign (20)	7	8
1937	M	H, I	Revenge (21), Resolution (21)	5	10
1938	N, O	J	Royal Oak (22) ...	4	11
1939	P, Q	K, L	Valiant (23), Repulse (23) ...	2	13
1940	—	M	Renown (24) ...	1	14
1941	—	N, O	Ramillies (24), Hood (21) ...	0	15
1942	—	P, Q	A (17), B (17) ...	0	15

\* The British Empire may retain the "Colossus" and "Collingwood" for non-combatant purposes after complying with the provisions of Part 2, III (b).

† Two 35,000 ton ships, standard displacement.

Note.—A, B, C, D, etc., represent individual capital ships of 35,000 tons standard displacement laid down and completed in the years specified.

## FRANCE.

Year.	Ships laid down.	Ships completed.	Ships scrapped (age in parentheses).	Ships retained. Summary.	
				Pre- Jutland.	Post- Jutland.
	Tons.	Tons.			
1922	—	—	—	7	0
1923	—	—	—	7	0
1924	—	—	—	7	0
1925	—	—	—	7	0
1926	—	—	—	7	0
1927	35,000	—	—	7	0
1928	—	—	—	7	0
1929	35,000	—	—	7	0
1930	—	35,000	Jean Bart (17), Courbet (17) ...	5	*
1931	35,000	—	—	5	*
1932	35,000	35,000	France (18) ... ..	4	*
1933	35,000	—	—	4	*
1934	—	35,000	Paris (20), Bretagne (20) ...	2	*
1935	—	35,000	Provence (20) ... ..	1	*
1936	—	35,000	Lorraine (20) ... ..	0	*
1937	—	—	—	0	*
1938	—	—	—	0	*
1939	—	—	—	0	*
1940	—	—	—	0	*
1941	—	—	—	0	*
1942	—	—	—	0	*

*Note.*—France expressly reserves the right of employing the capital ship tonnage allotment as she may consider advisable, subject solely to the limitations that the displacement of individual ships should not surpass 35,000 tons, and that the total capital ship tonnage should keep within the limits imposed by the present treaty.

## ITALY.

Year.	Ships laid down.	Ships completed.	Ships scrapped (age in parentheses).	Ships retained. Summary.	
				Pre- Jutland.	Post- Jutland.
	Tons.	Tons.			
1922	—	—	—	6	0
1923	—	—	—	6	0
1924	—	—	—	6	0
1925	—	—	—	6	0
1926	—	—	—	6	0
1927	35,000	—	—	6	0
1928	—	—	—	6	0
1929	35,000	—	—	6	0
1930	—	—	—	6	0
1931	35,000	35,000	Dante Alighieri (19) ... ..	5	*
1932	45,000	—	—	5	*
1933	25,000	35,000	Leonardo da Vinci (19) ..	4	*
1934	—	—	—	1	*
1935	—	35,000	Giulio Cesare (21) ... ..	3	*
1936	—	45,000	Conte di Cavour (21), Duilio (21)	1	*
1937	—	25,000	Andrea Doria (21) ... ..	0	*

*Note.*—Italy expressly reserves the right of employing the capital ship tonnage allotment as she may consider advisable, subject solely to the limitations that the displacement of individual ships should not surpass 35,000 tons, and the total capital ship tonnage should keep within the limits imposed by the present treaty.

\* Within tonnage limitations; number not fixed.



## JAPAN.

Year.	Ships laid down.	Ships completed.	Ships scrapped (age in parentheses).	Ships retained. Summary.	
				Pre- Jutland.	Post- Jutland.
			Hizen (20), Mikasa (20), Kashima (16), Katori (16), Satsuma (12), Aki (11), Settsu (10), Ikoma (14), Ibuki (12), Kurama (11), Amagi (0), Akagi (0), Kaga (0), Tosa (0), Takao (0), Atago (0). Pro- jected programme 8 ships not laid down.*	8	2
1922	—	—	—	8	2
1923	—	—	—	8	2
1924	—	—	—	8	2
1925	—	—	—	8	2
1926	—	—	—	8	2
1927	—	—	—	8	2
1928	—	—	—	8	2
1929	—	—	—	8	2
1930	—	—	—	8	2
1931	A	—	—	8	2
1932	B	—	—	8	2
1933	C	—	—	8	2
1934	D	A	Kongo (21) ... ..	7	3
1935	E	B	Hiyei (21), Haruna (20) ...	5	4
1936	F	C	Kirishima (21) ... ..	4	5
1937	G	D	Fuso (22) ... ..	3	6
1938	H	E	Yamashiro (21) ... ..	2	7
1939	I	F	Ise (22) ... ..	1	8
1940	—	G	Hiuga (22) ... ..	0	9
1941	—	H	Nagato (21) ... ..	0	9
1942	—	I	Mutsu (21) ... ..	0	9

\* Japan may retain the "Shikishima" and "Asahi" for non-combatant purposes, after complying with the provisions of Part 2, III (b).

*Note.*—A, B, C, D, etc., represent individual capital ships of 35,000 tons standard displacement, laid down and completed in the years specified.

*Note applicable to all the Tables in Section II.*

The order above prescribed in which ships are to be scrapped is in accordance with their age. It is understood that when replacement begins according to the above tables the order of scrapping in the case of the ships of each of the Contracting Powers may be varied at its option; provided, however, that such Power shall scrap in each year the number of ships above stated.

PART 4.—DEFINITIONS.

For the purposes of the present Treaty, the following expressions are to be understood in the sense defined in this Part.

*Capital Ship.*

A capital ship, in the case of ships hereafter built, is defined as a vessel of war, not an aircraft carrier, whose displacement exceeds 10,000 tons (10,160 metric tons) standard displacement, or which carries a gun with a calibre exceeding 8 inches (203 millimetres).

*Aircraft Carrier.*

An aircraft carrier is defined as a vessel of war with a displacement in excess of 10,000 tons (10,160 metric tons) standard displacement designed for the specific and exclusive purpose of carrying aircraft. It must be so

constructed that aircraft can be launched therefrom and landed thereon, and not designed and constructed for carrying a more powerful armament than that allowed to it under Article IX or Article X as the case may be.

#### *Standard Displacement.*

The standard displacement of a ship is the displacement of the ship complete, fully manned, engined, and equipped ready for sea, including all armament and ammunition equipment, outfit, provisions and fresh water for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel or reserve feed water on board.

The word "ton" in the present Treaty, except in the expression "metric tons," shall be understood to mean the ton of 2,240 pounds (1,016 kilog.).

Vessels now completed shall retain their present ratings of displacement tonnage in accordance with their national system of measurement. However, a Power expressing displacement in metric tons shall be considered for the application of the present Treaty as owning only the equivalent displacement in tons of 2,240 pounds.

A vessel completed hereafter shall be rated at its displacement tonnage when in the standard condition defined herein.

### CHAPTER III.

#### MISCELLANEOUS PROVISIONS.

##### ARTICLE XXI.

If during the term of the present Treaty the requirements of the national security of any Contracting Power in respect of naval defence are, in the opinion of that Power, materially affected by any change of circumstances, the Contracting Powers will, at the request of such Power, meet in conference with a view to the reconsideration of the provisions of the Treaty and its amendment by mutual agreement.

In view of possible technical and scientific developments, the United States, after consultation with the other Contracting Powers, shall arrange for a conference of all the Contracting Powers which shall convene as soon as possible after the expiration of eight years from the coming into force of the present Treaty to consider what changes, if any, in the Treaty may be necessary to meet such developments.

##### ARTICLE XXII.

Whenever any Contracting Power shall become engaged in a war which in its opinion affects the naval defence of its national security, such Power may after notice to the other Contracting Powers suspend for the period of hostilities its obligations under the Present Treaty other than those under Articles XIII and XVII, provided that such Power shall notify the other Contracting Powers that the emergency is of such a character as to require such suspension.

The remaining Contracting Powers shall in such case consult together with a view to agreement as to what temporary modifications, if any, should be made in the Treaty as between themselves. Should such consultation not produce agreement, duly made in accordance with the constitutional methods of the respective Powers, any one of the said Contracting Powers may, by giving notice to the other Contracting Powers, suspend for the period of hostilities its obligations under the present Treaty, other than those under Articles XIII and XVII.

On the cessation of hostilities the Contracting Powers will meet in conference to consider what modifications, if any, should be made in the provisions of the present Treaty.

##### ARTICLE XXIII.

The present Treaty shall remain in force until 31st December, 1936, and in case none of the Contracting Powers shall have given notice two years before that date of its intention to terminate the Treaty, it shall continue in force until the expiration of two years from the date on which notice of termination shall be given by one of the Contracting Powers, whereupon the Treaty shall terminate as regards all the Contracting Powers. Such notice

shall be communicated in writing to the Government of the United States, which shall immediately transmit a certified copy of the notification to the other Powers and inform them of the date on which it was received. The notice shall be deemed to have been given and shall take effect on that date. In the event of notice of termination being given by the Government of the United States, such notice shall be given to the diplomatic representatives at Washington of the other Contracting Powers, and the notice shall be deemed to have been given and shall take effect on the date of the communication made to the said diplomatic representatives.

Within one year of the date on which a notice of termination by any Power has taken effect, all the Contracting Powers shall meet in conference.

#### ARTICLE XXIV.

The present Treaty shall be ratified by the Contracting Powers in accordance with their respective constitutional methods and shall take effect on the date of the deposit of all the ratifications, which shall take place at Washington as soon as possible. The Government of the United States will transmit to the other Contracting Powers a certified copy of the *procès-verbal* of the deposit of ratifications.

The present Treaty, of which the English and French texts are both authentic, shall remain deposited in the archives of the Government of the United States, and duly certified copies thereof shall be transmitted by that Government to the other Contracting Powers.

In faith whereof the above-named Plenipotentiaries have signed the present Treaty.

Done at the City of Washington the sixth day of February, 1922.

## 1925

1452.—*Issued Confidentially*

## 1926

### 1090.—Pilotage Dues, etc., of Foreign Men-of-War and Government Vessels in British Ports

(M./D.A. 1242/25.—16.4.1926.)

Pilotage of foreign warships visiting British Naval Ports is a service which should be given free of charge as a matter of international courtesy. Visiting men-of-war are therefore not to be charged dues for pilotage and services incidental thereto, viz., towing, mooring, and making fast, at naval ports, when such operations are performed by dockyard pilots. This arrangement applies to commissioned ships flying the pendant of a man-of-war and to hospital ships. Expenditure incurred in these services should be reported on separate Returns, D.72b, in order that such expenses may be written off to Balances Irrecoverable (International Courtesy).

Senior Naval Officers at the ports in question should accordingly arrange for the necessary facilities for foreign ships of war, etc., when visits take place.

2. This principle applies only to actual pilotage, etc., and does not in any way affect the recovery of the expenditure incurred in such services as:—

- (a) Moving ships for docking or repairs.
- (b) Movements of auxiliary vessels, such as colliers, for the purpose of fuelling other vessels.
- (c) Docking or carrying out repairs.

In all such cases the authorised charges are to be claimed.

3. "Hospital Ships" are those defined as such in the Hague Convention. They are painted white with a broad *green* band, and any hospital ship so painted should *primâ facie* be considered as within the scope of these arrangements.

4. The British Naval Ports concerned are:—

Plymouth.	Bermuda.
Portsmouth.	Gibraltar.
Sheerness—Chatham.	Malta.
Rosyth.	Bombay.
Pembroke.	Hong Kong.
Portland.	Simon's Bay.

5. It has been agreed with France that the following vessels of the French and British Navies shall come within the purview of this arrangement:—

*France.*—All vessels which are shown in La Liste de la Flotte, including hospital ships, and such of the auxiliary vessels included in that list as are manned with Officers and crew of the French Navy and hoist the man-of-war's pendant.

*Great Britain.*—All the vessels shown in the list of ships and vessels of the Royal Navy, including Dominion Navies, hospital ships, and auxiliary vessels manned with a naval crew, irrespective of whether such craft hoist, or do not hoist, the distinctive pendant of a man-of-war.

6. Commissioned auxiliary vessels of the United States of America Navy are to be dealt with in the same manner as the French auxiliary vessels referred to in paragraph 5.

7. The French Ports concerned are:—

Cherbourg.	Rochefort.
Lorient.	Bizerta.
Toulon.	Saigon.
Brest.	Dakar.

8. In ports not classified as naval ports foreign men-of-war and Government vessels are charged dues for pilotage and services incidental thereto, and Government vessels other than hospital ships and the naval auxiliary vessels referred to above are also charged such dues in naval ports.

### 2703.—Naval Stores—Gifts by H.M. Ships

(M. / N.S. 10729/26.—24.9.1926.)

Prior Admiralty sanction should be obtained, under normal conditions, for the gift of Naval or other stores, even of trifling value, to private individuals.

Supplies of stores to inhabitants of remote islands should only be made on the basis of barter.

### 3236.—Rear Admiral (S)—Scope and Nature of Duties

(M. 3762/26.—26.11.1926.)

The Rear Admiral (S) will exercise a general administrative charge over all matters affecting service in submarines in order to ensure co-ordination and uniformity in questions of personnel, training, and in matters affecting sea-going efficiency.

The direct responsibility for the efficiency of boats and flotillas will rest with the Flag Officers and Senior Naval Officers under whose command they are placed.

2. The Rear-Admiral (S) will have his headquarters at Fort Blockhouse, and will be in direct command of such flotillas as may be placed under his direct command.

3. He will be generally responsible for arrangements for provision and training of personnel, and for advising the Admiralty and Flag Officers in command on questions concerning submarine development, material and personnel.

4. He will arrange with the Naval Assistants to the 2nd Sea Lord and the Director, Mobilisation Department, as regards officers and men respectively, including their entry for, and their discharge from, service in submarines. The Rear-Admiral (S) will keep necessary rosters and records, including lists of volunteers. He will arrange with the Director, Mobilisation Department, in sufficient time for the necessary provision to be made in Vote A of the Navy Estimates for the following year.

He will provide the personnel for acceptance trials of new submarines.

5. He will be in command of the submarine schools and responsible for the efficient training at the schools of officers and men employed on service in submarines.

He will be responsible for the compilation of manuals of instructions required for service in submarines.

He will conduct such experimental work as may be allotted to him.

6. He will keep in close touch with the Naval Staff and the Director of Naval Equipment, and will visit the Admiralty from time to time as he may require for the purpose of meeting them.

7. He will advise the Naval Staff on requirements of new submarine design and will maintain close touch with the various Departments under the Controller in the preparation of the details of design and equipment to meet the Staff requirements, attending at the Admiralty as necessary for these purposes.

8. He will visit Submarine Flotillas, previously informing the Flag Officers or Senior Naval Officers concerned of his intention to do so, and obtaining their approval, and will later forward to them a report on the visit.

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## 1927

### 202.—Toasts at Official Dinners—Procedure when Foreign Officers are Present

(M.—28.1.1927.)

Whenever Foreign Officers or Officials are entertained on board of His Majesty's Ships on occasions when it is customary for toasts to be exchanged, the following procedure, which is in consonance with the generally accepted International custom, is to be strictly observed:—

1. The British Officer acting as host will propose as the first toast the health of the Head of the State (Sovereign or President) of the country to which the visitors belong.

2. After this has been honoured, the Senior Officer of the foreign guests will propose the health of His Majesty King George V.

3. When more than one nation is represented among the guests, the host will propose a collective toast of the Heads of the several States represented, naming them in the order of the rank and seniority of their respective representative Officers present.

4. To this collective toast the senior and highest in rank of the Foreign Officers present will respond on behalf of all the foreign guests by proposing the health of His Majesty King George V.

5. This procedure should be arranged beforehand between the British Officer who is the host and his foreign guests.

6. The first toast should always be proposed in English, but, if possible, it should also be repeated in French, or in the language of the visitors.

7. Any subsequent toast may follow as the occasion demands.

## 628.—C.M.B. Hulls used as Towed Targets—Distinguishing Letters—RETURNS

(M. 3843/25.—11.3.1927.)

All C.M.B. hulls issued to the Fleet as towed targets are to be assigned letters as distinguishing marks. All reports, whether by letter, telegram or signal, concerning the loss, repair or movements of towed C.M.B. targets, are to refer to them by those distinguishing letters.

2. The distinguishing letters are to be painted in white on each side of the hulls, the letters being of sufficient dimensions to be distinguishable at long distances. Hulls will have their distinguishing letters painted before issue to the Fleet.

3. No use is made of the letters F, G, Q, R and U in the system of lettering, in order to avoid confusion with other similar letters used.

The intention is that when a C.M.B. target is destroyed or lost, its letter shall lapse with it.

When the alphabet has been expended, double letters AA, BB, etc., will be commenced, and on the completion of this second series, the single letters will be recommenced.

4. A return is to be rendered to reach the Admiralty not later than 16th March each year, by dockyards and bases concerned, giving the distinguishing letters of all attached C.M.B. targets, and a general description of their condition, etc.

The return is to be in the following form :—

Distinguishing Letters.	Whether in Sea-going or Damaged Condition.	Remarks ( <i>e.g.</i> , whether damaged boats are repairable, etc.) :— ( <i>a</i> ) By Ship's Staff. ( <i>b</i> ) By Dockyard.

Boats lost or destroyed since last return.

Distinguishing Letters.	Date Lost.	Remarks.

**2380.—Issued Confidentially.****2910.—Boarding of Merchant Vessels at Naval Ports by the Officer of the Guard**

(M. 1540/27.—18.11.1927.)

Attention is called to the primary object of this practice—which is to maintain liaison with the Mercantile Marine, to collect intelligence, and when the need arises to offer assistance or to supply information to the vessels visited.

2. Endeavour is to be made to prevent the practice from appearing either inquisitory or a burdensome formality. Visits are to be restricted to occasions when it is desirable to carry out the duties referred to, and need not be made for secondary objects such as enquiry as to naval personnel carried, enquiries as to mails, or in the case of ships flying the Blue Ensign, enquiries as to reservists carried, when these can be made satisfactorily in a less formal way. This is already recognised in some station Orders, which provide that British merchant ships will not be boarded unless specially ordered, and that the Senior Officer should give orders for British merchant ships to be boarded occasionally in order that liaison may be maintained between the Navy and the Merchant Service, and also when they come from places of interest so as to obtain information.

3. It is not necessary for a vessel to be visited immediately on arrival, and it will often be more convenient if the Master of the merchant vessel can be warned by signal of the intended visit.

(K.R. and A.I., Articles 126 (3) and 1154.)

**2911.—Dartmouth Harbour—Traffic Signals**

(N.L. 2601/27.—18.11.1927.)

By local custom, *private* vessels in charge of pilots entering or leaving Dartmouth Harbour in the daytime may not follow the ordinary Rule of the Road in a certain area of the harbour.

H.M. ships and vessels (including tenders to the Royal Naval College) are none the less to follow the Rule of the Road.

The following signals are shown when one of H.M. ships or vessels is entering or leaving Dartmouth Harbour:—

<i>Signal.</i>	<i>Where shown.</i>	<i>Signification.</i>
Red Burgee	Compass Point,	H.M. vessel is now
over Ball.	Coast Guard Station.	leaving harbour.
Ball over	Channel Coaling Co.'s	H.M. vessel is now
Red Burgee.	flag mast.	entering harbour.

These signals are intended to keep local pilots informed of movements of H.M. vessels, and all vessels in charge of the pilots will, if practicable, remain outside the harbour or to the northward of a line joining the Great Western Railway pontoons at Dartmouth and Kingswear, until H.M. vessel has entered or left the harbour.

In order that the Coast Guard Station and Channel Coaling Company may be advised of intended movements, H.M. vessels visiting Dartmouth are to report expected time of arrival to the Commanding Officer, Royal Naval College, through the Commander-in-Chief, Plymouth Station. Similarly, before departure, the Commanding Officer, Royal Naval College, is to be informed of the proposed time of leaving harbour.

## 1928

4.—*Issued Confidentially.***57.—Foreign Consular Officers—Enquiries by**

(M. 4353/27.—13.1.1928.)

The United States Navy Department are preparing a "Port Directory" for all ports of the world, and have issued to the U.S.A. Consular authorities a questionnaire calling for detailed information on the following subjects, viz. :—

Pilotage.	Harbour Regulations.
Salutes.	Shore Drills.
W/T.	Leave.
Signal stations.	Fuelling.
Officials and courtesies.	Dock and repair facilities.
Quarantine.	Cable communications.
Anchorages.	Etc., etc.

2. The Consular Officers have, in a number of cases, applied to local officials for the information required.

3. My Lords consider that such official enquiries are to be encouraged, and information of a non-confidential character should be supplied in all cases. A precedent is thus established for requests of a similar nature being made on our behalf, when information from unofficial sources is incomplete. It is preferable that information asked for should be supplied officially, thereby encouraging official enquiries rather than unofficial investigation.

4. It is, however, undesirable that information concerning Dockyards and Government supplies (particularly oil fuel) should be given to United States Consuls.

5. Recent examples of these questionnaires which have been received in the Admiralty embody an enquiry for data for a naval air pilot. The attention of Commanders-in-Chief is drawn to the fact that the question of supplying such information is primarily a matter for the Air Ministry.

6. Commanders-in-Chief are to take steps to advise any Indian, Colonial or Dominion local authorities to whom these questionnaires may be addressed to refer them to their Government, in order that the desirability of communicating this information through diplomatic channels may be considered.

64. }  
919. } *Issued Confidentially.*

**1403.—Air Co-operation in Miscellaneous Naval Exercises—  
Application for R.A.F. Aircraft**

(M. 01596/28.—8.6.1928.)

Owing to the many demands from home ports for air co-operation in miscellaneous exercises, etc., it has been decided that all such requests from the Portsmouth, Plymouth, and Nore Commands are to be made through the Commander-in-Chief, Portsmouth, who, in communicating them to Air Officer Commanding, Coastal Area, will, where necessary, allot them an order of priority. A copy of the programme, as finally arranged, is to be forwarded to the Admiralty by Commander-in-Chief, Portsmouth.



2. Requests are to be made as far in advance of requirements as possible, and a forecast of the next year's requirements is to be forwarded to Commander-in-Chief, Portsmouth, to reach him by 1st November in each year.

3. Requests for air co-operation by the Commanding Officer, Coast of Scotland, are to be made to the Officer Commanding, R.A.F. Base, Leuchars, as heretofore.

4. Proposals from the Admiralty for trials, etc., which involve air co-operation will be forwarded to Commander-in-Chief, Portsmouth, with an indication of the degree of importance attached to them.

5. This Order does not affect the operational and other exercises carried out with ships by the Fleet Air Arm, which come under the control of Commander-in-Chief, Home Fleet; nor does it affect the practice of Commander-in-Chief, Home Fleet, dealing direct with Air Officer Commanding, Coastal Area.

### 2085.—*Issued Confidentially.*

### 2655.—Suez Canal—Taxation of Double Bottoms

(M. 3367/28.—12.10.1928.)

It is the practice of the Suez Canal officers in assessing taxation of double bottoms of ships passing through the Canal (*vide* rules of Navigation of the Canal, page 93), to regard these compartments as being full if the depth of oil exceeds 6 in., but to regard them as empty if the depth of oil fuel is 6 in. or less.

2. So far as may be possible, Commanding Officers of H.M. ships passing through the Canal should arrange to adjust oil fuel in those compartments *en route* to Port Said (outward journey) or Suez (homeward journey), as the case may be, in order to reduce the liability to Canal charges in this respect.

3. When it is not possible to adjust oil fuel in the double bottom compartments below a depth of 6 in., Commanding Officers of H.M. ships are to furnish to the Navy Agent at Port Said full particulars of the double bottom compartments which contain oil fuel in excess of 6 in. This report should be attached by the Navy Agent to the voucher for the relative payment of dues to the Suez Canal Company.

### 3028.—Catapult Trials Afloat—Allocation of Responsibilities

(M. 02804/28.—30.11.1928.)

The following departmental responsibilities during catapult trials afloat have been allocated, with the concurrence of the Air Council:—

- (a) Fitness of aircraft for catapulting—Air Ministry.
- (b) Examination of aircraft and dummies after catapulting—Air Ministry.
- (c) Readiness and state of catapult—Admiralty (Engineer-in-Chief).
- (d) Relative wind speed—Captain of ship.
- (e) Effect on structure of ship—Admiralty (Director of Naval Construction).
- (f) Provision of suitable cordite charge to meet weight and wind-speed conditions. State and readiness of cordite impulse component and firing gear—Admiralty (Director of Naval Ordnance).
- (g) General responsibility for the trials—Admiralty (Director of Naval Air Division).

2. Preliminary programmes for these trials will be decided by the Joint Technical Committee on aviation arrangements in H.M. ships.

**3090.—Daylight Signalling Projectors—Loan to Merchant Ships**

(S. 5401/27.—7.12.1928.)

Approval has been given for the loan of one 10-in. signalling projector to certain vessels of the Mercantile Marine.

2. The ships which have been fitted with this apparatus up to the present time are :—

<i>Name of Firm.</i>				<i>Ship.</i>
Lamport and Holt	...	...	...	"Voltaire."
Anchor Line	...	...	...	"California," "Transylvania," "Caledonia."
Atlantic Transport Co.	...	...	...	"Minnewaska," "Minnetonka."
Union Castle Co.	...	...	...	"Carnarvon Castle."
White Star Line	...	...	...	"Doric," "Laurentic."
Royal Mail Co.	...	...	...	"Asturias," "Alcantara."
Houlder Bros.	...	...	...	"Hardwicke Grange," "Upwey Grange."
Commonwealth and Dominion Line	...			"Port Wellington," "Port Brisbane."
Canadian Pacific Co.	...	...	...	"Montclare."
A. Holt and Co.	...	...	...	"Antenor," "Hector."
Aberdeen and Commonwealth Line	...			"Esperance Bay," "Hobsons Bay," "Jervis Bay," "Largs Bay," "Moreton Bay," "Ferndale," "Fordsdale."

3. In view of the importance of increasing the efficiency of daylight visual signalling in the Merchant Service, H.M. ships should take every opportunity of carrying out signalling exercises with these vessels.

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1929

**2.—British Oversea Ports—Regulations for Visits of Foreign War Vessels and Service Aircraft accompanying them**

(M. 960/27.—4.1.1929.)

The procedure regarding the visits of foreign war vessels and service aircraft accompanying them to British overseas ports is detailed in the following memorandum.

Copies of this Memorandum have been supplied to foreign governments. Use of wireless telegraphy and telephony by foreign warships and service aircraft in British waters is dealt with in A.F.O. 3/29.

*Memorandum as to the Procedure regarding the Visits of Foreign War Vessels and Service Aircraft accompanying them to British Oversea Ports.*

Special permission is not necessary to enable foreign war vessels (including auxiliary vessels and transports) to visit British overseas ports, but previous notice of such visits should be forwarded through the usual diplomatic channels. Unless there are special circumstances rendering it impracticable, such notice should arrive at least seven days prior to the commencement of the proposed visit. In cases of visits to small outlying possessions, considerably longer notice than seven days is desirable. The notice should give the number of vessels paying the visit and the name and class of each. If any of the vessels referred to above carry aircraft, a statement to this effect should be included in the notification of the visit.

2. The above rules do not apply to—

- (a) Ships of war and auxiliary vessels on board of which are embarked Sovereigns, Members of a Sovereign's family, Presidents of Republics or their suites, or Ambassadors or Envoys to the Court of His Majesty the King.
- (b) Ships of war and auxiliary vessels which are obliged by reason of damage sustained, perils of the sea or other unforeseen causes to enter a British port.
- (c) Ships of war and auxiliary vessels entitled to enter a British port under the terms of an international agreement which they are engaged in carrying out.

3. Foreign submarines should in no case attempt to submerge in territorial waters or to enter territorial waters in the submerged condition.

4. Shore leave may be given to *unarmed* sailors or soldiers subject to the concurrence of the Governor General or Governor or other prescribed authority. If it is desired to land large numbers of men or bodies of men in military formation, adequate notice should always be given to the Governor General or Governor or corresponding local authority in case special arrangements render it necessary to make any restrictions.

5. Officers landing are permitted to wear their swords.

6. Applications for permission to land *armed* parties should be addressed to the Governor General or Governor or other prescribed authority.

7. Torpedo and gunnery practices, mining and searchlight exercises, and exercises with armed boats are prohibited in British territory and territorial waters unless special permission has previously been obtained from the Governor General or Governor or other prescribed authority.

8. If the vessels paying the visit are to be accompanied by service aircraft not carried on board the vessels, this fact, together with the number and type of the aircraft, should be stated in the notice of the proposed visit. Steps can then be taken by the local authorities to carry out any requisite legal formalities. Except however, as may be necessary on their arrival or departure with war vessels which they accompany, no flights by foreign service aircraft over British territory or territorial waters may be made without special permission, any application for which should be made through the usual diplomatic channels or to the Governor General or Governor or other prescribed authority. The carriage of ammunition, bombs or photographic films or plates over British territory or territorial waters is in no case permitted.

9. Any special local regulations must be complied with.

ADMIRALTY,

October, 1923.

(A.F.O. 3/29.)

### 3.—British Ports—Regulations for the use of Wireless Telegraphy or Telephony by Foreign Men-of-War and Service Aircraft

(M. 521/25.—4.1.1929.)

The following regulations for the use of wireless telegraphy or telephony by Foreign Men-of-War and Service Aircraft accompanying them in harbours in Great Britain and Northern Ireland and British Oversea Ports, have been made in accordance with Section 4, Clause (2) of the Wireless Telegraphy (Foreign Ships) Regulations, 1908:—

- (a) Foreign Men-of-War and Service Aircraft accompanying them lying in a Naval Port, or in any harbour which is close to a Naval Port, shall obtain permission from the Senior Naval Officer at the Naval Port to use their wireless telegraphy or telephony apparatus, stating system, wavelengths and times of transmission proposed.
- (b) Foreign Men-of-War and Service Aircraft accompanying them lying in any harbour which is not close to a Naval Port shall conform to the following regulations:—
  - (i) Transmission on 600 metres is forbidden, except for the purpose of making or answering signals of distress.
  - (ii) Interference with Naval, Army or Air Force signalling, or with any fixed shore station, must be avoided.
  - (iii) Transmission must be discontinued on request from (1) any Naval Authority, (2) the port authorities, (3) any fixed shore station.
  - (iv) Protracted signalling, using apparatus transmitting other than pure continuous waves, must be avoided.
  - (v) If there is a British or Dominion Fleet or Warship lying in the harbour, the Senior Naval Officer should be consulted.

(A.F.O. 2/29.)

### 4.—Visits of H.M. Ships to Colonial Ports—Notification to Colonial Governments

(M. 3261/25.—4.1.1929.)

The following procedure should be adopted in future as regards the notification to Colonial Authorities of visits of H.M. Ships to Ports:—

- (a) The Commander-in-Chief of the Station is to notify the Colonial Government concerned of any intending visits, giving as long notice as is practicable.
- (b) In cases where, owing to alteration of programme or other reasons, the Commander-in-Chief has not informed the Colonial Government of impending visits or the cancellation of previously notified visits, the Commanding Officer of the ship concerned is himself to take the necessary steps to notify local authorities.
- (c) In cases where programmes are arranged by the Admiralty, i.e., when ships leave England for foreign stations, the Admiralty will take necessary steps to notify Colonial Office or Dominions Office of any intended visits to Colonial ports.

This procedure does not apply to Malta, Gibraltar, Colombo, Trincomali, Singapore, Hong Kong, Simonstown or Bermuda, at which recognised naval bases exist.

**5.—British Consular Officers—Precedence, Salutes**

(M. 3629/26.—4.1.1929.)

The precedence to be granted to British Consuls General is that shown in Article 98 of King's Regulations and Admiralty Instructions.

2. As notified, the salute to British Consuls General has been raised to 13 guns, and this number of guns is to be fired on customary occasions in honour of British Consuls General, notwithstanding that the Table attached to Article 66 of King's Regulations and Admiralty Instructions shows these officers are entitled to 11 guns only.

3. No alteration of the Table will be made until general international agreement to the increased number of guns has been notified.

(K.R. and A.I., Articles 66 and 98.)

**6.—Ceremonial for the Observance of Armistice Day**

(M. 1520/28.—4.1.1929.)

A period of two minutes' silence commencing at 1100 is to be observed in H.M. Ships and Establishments on 11th November. As far as practicable, all work and noise in H.M. Ships, which can be stopped, is to cease; and all machinery and work in H.M. Establishments is to be stopped. Rail and water transport need not, however, be stopped. Steamboats of H.M. Ships and Establishments are to stop, if possible, and pulling boats are to lay on their oars.

2. W/T watch must continue.

3. In order to standardise procedure in H.M. Ships, the following routine is to be adopted so far as is practicable, viz. :—

- 1045. Lower deck to be cleared and guards paraded.  
Short service to be held, which should be completed by 1058.
- 1059. Guard slope arms.  
Petty officers and men to be called to attention and "off caps."
- 1100. "Still" to be sounded, and complete silence observed for two minutes.
- 1102. Petty officers and men "on caps." Guards present arms.  
"Last Post" to be sounded, officers saluting, followed by the  
"Reveille."
- 1105. Ships' companies disperse.

When several ships are in company, the Senior officer is to arrange for a gun to be fired by one of them to mark the beginning and end of the two minutes' silence. Ships are not to half-mast colours.

4. The hands will not "make and mend" on the afternoon of Armistice day, unless it falls on a normal "make and mend" afternoon.

5. When in company with ships of any nation other than France or Italy, the normal procedure as above is to be carried out.

6. When in company with French or Italian ships, the normal procedure is complicated, owing to the fact that while Great Britain celebrates Armistice day not as a day of national grief, but rather as a commemoration of a great occasion in the national history, France on the other hand emphasises the achievement of victory, and celebrates the occasion as a festival of national rejoicing. In the case of Italy the date coincides with that of the observance of the birthday of the King of Italy.

7. The following procedure is therefore to be observed by H.M. Ships in the circumstances indicated, viz. :—

- (a) When in company with a French ship in a Foreign Port other than a French port :—

The French flag will be flown at the mast-head from 0800 till sunset, but H.M. Ships will not dress, illuminate or fire salutes.

- (b) When in a French port, whether French warship is present or not :—

The ceremony observed by the French is to be carried out, i.e., H.M. Ship will dress overall and fire national salutes at noon.

- (c) When in an Italian port or in company with an Italian ship in any port :—

H.M. Ship(s) are to be dressed overall from 0800 till sunset, and a Royal Salute is to be fired at noon.

- (d) When in company with both French and Italian ships :—

H.M. Ship(s) are to be dressed overall from 0800 till sunset with both French and Italian flags flying, and a Royal Salute is to be fired at noon.

- (e) In the circumstances detailed under (b), (c) and (d) the British ceremony is to be carried out while H.M. Ship is fully dressed.

8. The full details of the ceremonial observed by French war vessels on the anniversary of the Armistice, and also general rules followed by French war vessels when in company with foreign warships on occasions of festivals and solemn observances are given in A.F.O. 7/29.

9. The Italian Armistice day is commemorated on November 4th, *irrespective of the day of the week on which this date falls.*

The procedure carried out by Italian ships on this occasion is as follows :—

0800. Ships dress overall, Italian flag at the mast-head.

1100. Undress ship and half-mast colours. Salute of 21 guns at intervals of one minute.

12 noon. Re-hoist colours and redress ship. Salute of 21 guns at normal intervals.

Sunset. Undress ship.

When in company with an Italian ship or in an Italian port, H.M. Ships are to conform to the above procedure.

10. With a view to avoiding any misunderstanding, the British Senior Naval Officer is always to inform the Senior officers of any foreign ships in company in good time of the procedure which will be carried out by H.M. Ships, and in the case of 11th November, when French and/or Italian ships are present, explaining the reasons for so doing, as given in paragraph 6.

(A.F.Os. 7/29 and 1517/29.)

## 7.—French Regulations for the Ceremonial Observance of Armistice Day and National Festivals

(M. 1520/28.—4.1.1929.)

The following regulations regarding the ceremonial to be observed by French war vessels on the anniversary of the Armistice, 11th November, and also general rules followed by French war vessels when in company with foreign warships on the occasion of festivals and solemn observances are promulgated for information and guidance.

2. By the Law of 24th November, 1922, the Commemoration of Victory and Peace is celebrated on 11th November, the anniversary of the Armistice ; further, the Law of 22nd October, 1922, fixed 11th November as a national festival. It follows that French warships must celebrate this festival in the same way as that of 14th July, with this difference, however, that the procedure laid down for the national festival is slightly modified in order to introduce the homage due to those who fell in the Great War.

3. The ceremonial adopted by ships of the French Navy for the celebration of the anniversary of the Armistice is as follows :—

0800. "Dress ship" at the same time as colours are hoisted. Salute of 21 guns.

1045. The guard will be drawn up aft facing the flag ; the crew will be mustered in companies and drawn up on the quarter-deck. The officers who are not actually on duty will be drawn up near the guard.

1100. "Attention" will be sounded. The watch will present arms. Those on deck will take off their caps and observe a minute's silence. (The ship will not be undressed during the ceremony.)

1101. "La Berloque" will be sounded.

1200. Salute of 21 guns.

A salute of 21 guns will be fired when colours are lowered and the ship is undressed.

4. Moreover an old nautical practice forms the subject of the following general rules of the decree regarding procedure on board French war vessels or in the French naval forces.

(i) On the occasion of national festivals and solemn observances of friendly powers or allies of France, and when official notice has previously been given them French ships take part in these celebrations by salutes and dressing ship.

(ii) In every case the senior commanding officer will conform, as far as possible, in connection with these ceremonies, to the accepted custom of the country where he is and where the celebration is being observed.

(iii) In accordance with this rule and for the special occasion of 11th November, when French warships are anchored in a harbour or a foreign roadstead of a power allied during the Great War, and if in this roadstead there is at least one war vessel of the Power to whom the roadstead belongs, the French warships will conform to the ceremonial observed by the Power, subject to the following reservations:—

(a) In the event of there being in the harbour or roadstead no war vessel of the country to which the roadstead or port belongs, the French warships will adopt the ceremonial laid down for the French Navy for the 11th November.

(b) If it is not the custom of the aforesaid Power to celebrate the anniversary of 11th November, the French warships will observe the ceremonial laid down for the French Navy for 11th November, observing also the following rules which appear in orders:—

Whenever it is necessary abroad to celebrate national festivals and solemn occasions, the Senior French Commanding Officer will arrange with the French diplomatic or consular officer to acquaint the local authority of his intention to celebrate these festivals or solemn occasions. On the previous day he will notify directly the responsible authority of the roadstead where he is, and, if he considers it advisable, the senior commanding officers of the foreign naval forces which are in the same anchorage.

(A.F.O. 6/29.)

## 8.—Belgium—Regulations for Visits by Foreign War Vessels

(M. 285/24.—4.1.1929.)

The following decree was issued on 30th December, 1923, with regard to the admission of foreign war vessels into Belgian waters:—

### ARTICLE 1.

The term "war vessel" is to be considered to apply not only to all war vessels designated as such within the usual meaning of the term, but also to auxiliary vessels of all sorts.

### ARTICLE 2.

In time of peace war vessels belonging to foreign powers recognised by Belgium may enter the Belgian ports on the North Sea and may anchor in territorial waters within the three-mile limit, provided that the number of warships flying the same flag does not exceed three, including those war vessels which may happen to be already in that zone or in a Belgian harbour.

Except in the cases mentioned in Article 5, visits must always be preceded by a notification. This notification must be transmitted through the usual diplomatic channels so as to arrive, if circumstances permit, at least seven days before the visit is to take place.

## ARTICLE 3.

Foreign war vessels may not enter the Belgian waters of the Scheldt, or anchor in Antwerp Roads, or penetrate into the interior waterways of the Kingdom without having first obtained the authorisation of the Foreign Office.

If this authorisation has not been obtained beforehand through diplomatic channels, it must be applied for through the Belgian Pilot Service for the Scheldt Estuary, by whom the decision will be transmitted to the Commanding Officer.

## ARTICLE 4.

Foreign war vessels may not remain for more than fifteen days in Belgian ports or territorial waters without special authorisation from the Government.

They must be prepared to leave within six hours if required to do so by the Administration of the Navy (Administration de la Marine) on the instructions of the military authorities, even if the term fixed for their visit has not expired.

The right to assign anchorages for war vessels, or to make them change their anchorages, devolves until further orders upon:—

The authority delegated by the Administration of the Navy for naval waters;

The representative of the Administration of Bridges and Roads (Administration des Ponts et Chaussées) for interior waterways;

The harbour captain for harbours.

## ARTICLE 5.

The prohibition against the entry or anchoring of more than three war vessels flying the same flag in the zone designated in Article 2, and the regulations contained in Article 3 and the first paragraph of Article 4 do not apply:—

- (a) To war vessels, the entry of which has been authorised through diplomatic channels.
- (b) To war vessels having on board a head of a Government, a prince of a reigning house, or a diplomatic agent accredited to the King or the Government.
- (c) To war vessels which are obliged to enter because of damage, bad weather, or other causes over which they have no control.
- (d) To war vessels charged with the superintendence of fisheries in the North Sea, in accordance with the North Sea Fisheries Convention. These fishery-protection vessels must show the distinctive mark agreed on by international convention when approaching territorial waters.

## ARTICLE 6.

Foreign war vessels are not obliged to embark a pilot to navigate in Belgian waters, but they must conform to all other regulations regarding anchorages and the navigation of Belgian waters.

Foreign war vessels in Belgian waters are forbidden to carry out ordnance or hydrographical surveys, landing practices or gunnery practices; neither may they undertake any work below the surface, with or without divers, unless they have obtained the necessary authorisation.

Foreign submarines may not under any circumstances submerge in Belgian territorial waters or enter those waters submerged.

Ratings of war vessels must not carry arms when going ashore. Officers and non-commissioned officers may carry those arms which form part of their uniform.

Ship's boats moving about in Belgian harbours and territorial waters may not carry arms.



If a burial service has to be conducted on shore an exception to paragraph 4 of this Article may be made by the Minister of National Defence at the request of the Belgian military authorities.

No foreign war vessels may carry out death sentences in Belgian waters.

#### ARTICLE 7.

Commanding Officers of foreign war vessels must conform to the laws and regulations with respect to police, public health, duties and taxation, unless special conventions or international usages provide for exceptions being made.

#### ARTICLE 8.

On entering a Port, foreign war vessels will be met by a functionary sent by the Administration of the Navy, who will inform the Commanding Officer of the berth allocated to his vessel and who will request information regarding the purpose and probable length of the visit, the name of the Commanding Officer and other matters which it is customary to enquire about on these occasions.

In the event of the functionary charged to welcome the war vessel not arriving on board until after she has anchored or secured, he will nevertheless make the prescribed communications and enquiries. He will confirm the site of the anchorage already taken up, or will assign another anchorage.

#### ARTICLE 9.

Should the war vessel fail to conform to the regulations of this decree, the Administration of the Navy or the local military authority will first draw the attention of the Commanding Officer to the contravention in question, and will then make a formal request to him to observe the regulations.

If this request is not complied with, the military authorities may demand the instant departure of the war vessel from the port or territorial waters.

#### ARTICLE 10.

This decree supersedes former regulations.

#### ARTICLE 11.

The above regulations do not apply in time of war or of mobilisation, or when the fear of war, the respecting of neutrality, or other considerations, which can only be judged by the Belgian Government, oblige it to suspend the regulations.

#### ARTICLE 12.

Our Foreign Office, Railway Department, Navy Department, Post and Telegraph Department and Ministry of National Defence, each as far as they are concerned, are charged with the execution of this decree.

BRUSSELS.

*30th December, 1923.*

### **10.—Denmark—Regulations for Admission of Foreign Warships to Danish Waters**

(M. 5572/24.—4.1.1929.)

The following regulations for the admission of Foreign Warships to Danish Territorial Waters and Harbours under Peace conditions have been issued by the Danish Government under date 11th May, 1921.

#### SECTION I.

Warships belonging to Foreign Powers are allowed without previous notice to enter or navigate Danish waters, which are not classed as inner waters, Copenhagen Roads or closed waters. (*See Sections III, IV, V.*)

#### SECTION II.

Foreign war vessels, with the undermentioned exceptions, are allowed without previous notice to make a short call at Danish ports lying in the direct route of the natural line of traffic through the Kattegat, The Sound, Great Belt, and Little Belt and also Bornholm ports.

Should a stay of more than two days be desired, or should there, without reference to the length of the stay, be question of the visit of a squadron or visits to Fredericia, Nyborg, Korsør or Helsingør, previous notice through diplomatic channels is necessary. (*See* Section VI.)

### SECTION III.

War vessels belonging to Foreign Powers are allowed to visit or navigate inner Danish waters or call at Danish ports other than those mentioned in the first paragraph of Section II, when notice thereof is previously given through diplomatic channels. (*See* Sections IV, V, VI.)

By inner Danish waters are understood as well as harbours, harbour entrances, roads and bays, Danish territorial waters between and within islands, islets and reefs (heaps of stones) which are not permanently flooded by the sea.

The following can be specially mentioned as inner Danish waters:—

The East Jutland Fjords.

Waters south of Fyen with the following entrances:—

Waters between Langeland and Fyen.

„ „ Langeland and Aerø Island.

„ „ Aerø and Lyø Islands.

„ „ Lyø Island and Fyen.

„ „ the South Jutland mainland and the Islands of Brandso, Baagø and Aarø.

„ „ the South Jutland mainland and a line Halk Hoved—(Eastern point of Borsø)—Tantoft Nakke.

That part of Sønderborg Bay which is bounded towards the South by a line from Lille Borreshoved Point to the position of the Beacon “Helts Banke,” and from thence to the position of Beacon “Middelgrund S” and thence to the point at Sønderby on Kegenæs.

That part of the fairway south of Egersund which is bounded to the south by a line from Rinkenæs Lighthouse to the “Egersund Anduvnings buoy,” and thence to Skodsbøl Lighthouse.

The West Jutland Fjords.

Odense Fjord.

The fairway west and north of the line: Hasenore—Samsø—Endelave—Bjørnsknude.

The fairway east of Sejro Island.

That part of Danish territorial waters in the Kattegat, the Sound, Great and Little Belts, which falls under the natural traffic-way between the North Sea and Baltic is not considered as inner Danish waters. (*See* Section II.)

### SECTION IV.

Foreign war vessels may call at or navigate Copenhagen Harbour and roads when permission has previously been obtained, or, when only passage through Hollaenderdybet and Drogden is desired, when notice has been given through diplomatic channels. (*See* Section VI.)

Copenhagen Roads are bounded on the North by a line from Taarbaek boat harbour to the Light and Bell buoys on Taarbaek Reef and from there to the Light-buoy Saltholm N.E. To the East by a line from the last named Light-buoy to the most northerly point of Saltholm Island and from there by the west coast of Saltholm to the most southerly point of Saltholm. To the South by a line from the last named point to the Drogden Lightship, from there to the Beacon Aflandshage (2 red brooms) and from there by a line to the coast of Zealand in the direction of Vallengbaek church on Zealand.

### SECTION V.

The following Danish waters are closed to Foreign warships and permission to visit or navigate them will only be given to the vessels mentioned in Section VI:—

Isefjord and the entrance thereto.

Limfjord and the entrances thereto.

The waters of Smaaland, with the following approaches:—

Agersø sund.  
Omø sund.  
The waters between Omø and Lolland.  
Guldborgsund.  
Grønsund.  
Bøgestrømmen.  
Als Sund.  
Als Fjord.

#### SECTION VI.

The notice referred to in Section II, para. 2, and Sections III and IV does not apply to:—

- (a) Vessels on board of which are the heads of States or their official representatives or members of reigning Royal houses, or for the escort of such vessels.
- (b) Vessels in distress.
- (c) Vessels carrying on fishery inspection—in accordance with the Convention of 6th May, 1882, regarding regulations for fishery police in the North Sea—in as far as harbour and anchoring places on the west coast of Jutland are concerned.

### 11.—Denmark—Royal Salutes

(M. 3727/26.—4.1.1929.)

The Danish salute for the Danish Sovereign is 27 guns. This is, however, to be regarded as an internal arrangement resembling the salute of 101 guns in India, which other nations are not expected to observe. H.M. Ships are therefore to be guided only by the King's Regulations and Admiralty Instructions in the matter of Royal Salutes, and no salute of more than 21 guns is to be fired.

### 12.—Esthonia—Regulations regarding entry of Foreign Warships

(M. 5567/24.—4.1.1929.)

(A)

The entry of foreign warships into Esthonian ports is governed by the following Decree, dated 13th October, 1922:—

[*Translation.*]

DECREE.—RELATIVE TO THE ENTRY OF FOREIGN SHIPS OF WAR INTO THE PORTS OF THE ESTHONIAN REPUBLIC; PROMULGATED BY THE GOVERNMENT OF THE REPUBLIC ON 13TH OCTOBER, 1922.

The term "Ship of War" includes all armed vessels of a military character, and auxiliary ships of war of all types.

2. Foreign Ships of War desiring to enter the fortified or non-fortified zone in the various roads, ports or rivers of the Esthonian Republic must make their request through the usual diplomatic channels. No foreign warship unprovided with this authority can enter or call at the fortified or non-fortified zone in the various roads, ports or rivers of the Republic.

3. Ships compelled to put in at the ports or the territorial waters of the Republic on account of damages or perils of the sea (*force majeure*) are not expected to conform with the provisions of the preceding paragraph.

4. The Admiralty assigns anchorage for Foreign Ships in the port, or in the roads of Tallinn (Reval), or makes them change their position, if considered necessary. As regards other ports or roads where there are Navy Officers, the Captain of the Port refers to the C-in-C. of the Esthonian Warship, if there happens to be such a ship in the roads, and arranges with him.

5. Foreign Ships of War are not obliged to take on a pilot when approaching ports and roads of the Republic; Foreign Ships of War must conform to the special regulations in force in the fortified zones, ports and roads.

6. If the Foreign Ship of War does not conform to the port regulations, the Captain of the Port or some other Government representative of the Republic draws the attention of the Commander of the Warship to the fact and requests him to conform strictly to the regulations in force. In case of repetition of the offence, the Foreign Warship is requested to leave the port at once.

7. As soon as a Foreign Ship of War enters the port of Tallinn, the Admiralty or the C.-in-C. of the Estonian Warships which may be in the roads, sends an Officer to meet her, and to offer the Commander of the Ship the assistance of the port authorities. The Officer shows the Commander of the Foreign Ship the anchorage assigned to him, at the same time obtaining from him full information regarding the arrival of the ship and the approximate duration of the visit, name of the Commander and of the ship, and the other information required in such cases.

8. If the Officer sent to meet the Foreign Warship arrives on board when the ship has already cast anchor or come alongside, the ship will remain where it has moored, or another post will be appointed for it.

9. In the other ports and roads of the Republic the Captain of the Port or his representative carries out the duties mentioned in paragraphs 7 and 8. In ports where there is no Captain of the Port, these duties devolve on the Chief of the Coastguard Service.

### (B)

#### USE OF W/T BY FOREIGN VESSELS IN ESTONIAN WATERS.

*Note.—As H.M. Government do not recognise the right of any country to legislate for waters outside the three-mile limit, these regulations are not to be regarded as applicable to ships more than three miles from the Estonian coast.*

The following regulations have been issued by the Estonian Government regarding the use of W/T by vessels in Estonian waters.

1. Installations of radio telegraph or telephone transmitters on Estonian as well as on foreign ships cannot be used in Estonian harbours.

When the ships are nearer than 10 sea miles from an Estonian radio station the use of radio telegraph or telephone may be made only with the nearest Estonian coast station, except in cases of accidents, when the ships are permitted to apply also elsewhere.

2. If concerning the use of radio installations on foreign ships, in Estonian territorial waters no other arrangements are made besides the regulations mentioned in paragraph 1, those ships may use their own radio installations on the condition that they observe the regulations of the International Radio Telegraph Convention.

3. The radio service on Estonian as well as on foreign ships must be executed by radio telegraphists, who by their experience correspond to the demands of the service stipulations of the International telegraph convention and who are furnished with respective certificates. The Head Post Administration gives the radio telegraphists on Estonian boats the required certificates in correspondence with the respective regulations of the Government of the Republic and furnishes in case of need provisional certificates for one journey to the radio telegraphists of foreign ships.

4. The Head Post Administration supervises the execution of the present regulations, and is entitled to make agreements in this matter with other offices.

5. Transgressors against non-fulfilment of the demands of paragraphs 1-3 of the present regulations are dealt with by the Court of Justice.

6. Estonian warships are not subject to the present regulations, whilst as concerns foreign warships only the paragraphs 7 and 8 of the present regulations are in force.

7. Foreign warships and other accompanying military aeroplanes, staying in the Estonian war fleet basin, in the harbour or territorial waters, at a distance of up to 5 sea miles from the Estonian war fleet basin, must obtain for the use of their radio telegraph or telephone sets a permission from the Senior Naval Officer of the basin, informing him of the system of their sets, length of wave and the proposed time of using the transmitting set.

8. Foreign warships and their accompanying military aeroplanes, staying in Estonian territorial waters farther than 5 sea miles from the basin of the Estonian war fleet, are to act in accordance with the following instructions :—

- (a) Transmission with 350, 600 and 1,200 metre wavelengths is prohibited, except for transmitting signals of distress and answering them, or working with the Estonian coast stations.
- (b) Disturbing the work of the military—War Fleet, Air-Force and Coast Stations—is prohibited.
- (c) Transmitting must cease at the demand of every Naval Officer or responsible employee of the harbour or coast station.
- (d) Long-lasting signalling with not completely pure unextinguished wave lengths and working with extinguishable wavelengths is prohibited.
- (e) If the Estonian Fleet is staying in the harbour, or some other warship, then an agreement regarding the above-mentioned paragraph 7 must be obtained from the Senior Naval Officer.

*Reval,*

May 10th, 1926.

## 14.—Germany—Regulations regarding Visits of Foreign War Vessels

(M. 4030/25.—4.1.1929.)

The following regulations, dated 1st August, 1925, regarding the admission to and treatment in the ports and waters of the German coast of foreign vessels of war have been promulgated by the German Government.

### SECTION 1.

Vessels of war\* of foreign powers do not require special permission in order to call at fortified and unfortified German ports and estuaries. Notice to be communicated in good time through the diplomatic channel is, however, required regarding an impending visit.†

Failing such notice no foreign warships with the exception of the cases stated in Section 2, may either go beyond the outermost line of fortifications or remain in roadsteads or in ports or estuaries.

Regarding the use of the Kaiser Wilhelm Canal *see* Section 3.

The number of warships belonging to the same country which are permitted to remain at the same time in a fortified or unfortified port, etc., is as a rule limited to three. The visit may not exceed 14 days. Exceptions require permission, to be obtained through the diplomatic channel.

Submarines are prohibited from navigating in German territorial waters in a submerged condition.

### SECTION 2.

The foregoing provisions do not apply :—

- (a) To ships in which are embarked heads of states, members of ruling families, or diplomatic representatives accredited to the German Republic.
- (b) To ships which, in consequence of pressing nautical emergency, are obliged to put in at a German port, etc.
- (c) To vessels engaged in fishery protection duties under the North Sea Fishery Agreement, and whose names are notified to the German Government through the diplomatic channel.

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\* The expression " vessel of war " in the following regulations comprises all foreign ships, auxiliary vessels and transports which are entitled to fly the naval flag.

† If aircraft are on board foreign warships, particulars of them are to be given in this notification.

## SECTION 3.

Foreign vessels of war are at liberty to pass through the Kaiser Wilhelm without special permission. Timely notice beforehand through the diplomatic channel is expected as an act of international courtesy.

## SECTION 4.

In harbours which are fortified, or at which defensive forces are stationed, the pilotage authorities and, in places without state pilotage authorities, the pilots' associations must immediately inform the senior naval officer commanding on the spot (chief naval station, fortress commandant, garrison senior officer) of the approach or arrival of a foreign warship. The port captain or harbour master must similarly report the arrival in harbour.

Naval officers commanding have to report the arrival of foreign warships by telegraph to the Chief of the Admiralty, and also to the competent naval station command and district defence command.

At ports where a department of the Admiralty is situated the reports of the pilotage authority and port captains or harbour masters go to the head of that department who is responsible, for his part, for the immediate notification of the senior Naval commanding officer of the place, and also undertakes the forwarding of the report prescribed in paragraph 2.

The following are held to be ports which are fortified or garrisons of the defensive forces, or at which is situated a department of the Admiralty:—

Pillau, Königsberg, Kolberg, Swinemünde, Stettin, Greifswald, Stralsund, Rostock, Lübeck, Kiel, Flensburg, Mürwik, Hamburg, Cuxhaven, Bremen (including lower Weser ports), Wilhelmshaven (including Schillig), Emden and Borkum.

In other ports the police have to inform the authorities specified in paragraph 2 by telegraph of the arrival of foreign vessels of war.

The pilotage authorities and, in places having no state pilotage authorities, the pilots' associations have also to give immediate information to the port and police authorities of the approach or arrival of a foreign warship.

## SECTION 5.

In the federal naval harbour zones of Kiel and Wilhelmshaven, and in the roadsteads and ports of the fortified places of Borkum, Cuxhaven, Swinemünde and Pillau, only the chief of the naval station or the fortress commandant has the right to assign an anchorage or berth to foreign warships and, if an alteration thereof is necessary, to require that the latter be made. He must consult with the port, customs and pilotage authorities in order to be able to take into consideration the interests of the latter authorities in the arrival, and in determining the place where the warship is to lie.

The pilots at the ports enumerated are to be notified in good time regarding entrance permits granted and berths assigned.

## SECTION 6.

Foreign warships are not obliged on making for roadsteads or anchorages to take a pilot. Within the line of fortifications or the boundary of a German harbour, however, they are subject to the police regulations of the same.

## SECTION 7.

If the rules of the port police are infringed by a foreign warship the attention of the commander of the ship, in the first instance, is to be directed thereto, and he is to be urged to the scrupulous observance of these provisions. Should these steps fail, the foreign warship may be required to quit the port forthwith. If the matter is not remedied by this means the competent officials (harbour police authorities) have to obtain instructions from their superior authority, and *in the case of danger arising from delay* to proceed at their own discretion. At ports, however, which are fortified

or are garrison towns of the defensive forces, or at which a department of the Admiralty is situated, the Naval authorities are to be kept informed of any steps taken. A summons to leave the port will only be made after consultation with these Naval authorities. In the other ports the departments mentioned in Section 4, paragraph 2, are to be acquainted.

A demand to depart immediately from the harbour will, moreover, be made if, after having been informed by an officer under the instructions of the German Officer Commanding on land that passage beyond the limits of the fortifications and the port, or a further stay in port cannot be allowed, a foreign warship or squadron nevertheless continues its course or its stay without being compelled to do so by urgent nautical emergency.

#### SECTION 8.

In harbours which are the stations of a naval unit or at which a department of the Admiralty is situated an officer will be dispatched by the senior naval commander to foreign warships entering to greet them. In unfortified harbours the port captain or harbour master has the right to accompany the officer charged with this complimentary duty.

#### SECTION 9.

The officer has to inform the commander of the foreign warship officially whether the latter may enter, and how long it may remain in the roadstead or harbour. He or the port captain or harbour master accompanying him will assign to the commander of the arriving vessel or group of vessels an anchorage or berth, and inform him of the relevant provisions of the harbour police regulations. The officer has, moreover, to obtain information as to the name and rank of the commander of the ship or squadron, the name of the vessel, its port of departure, the reason for its presence in the harbour, the proposed duration of the stay, and the state of the crew's health. If the foreign commander informs the officer sent to greet him of his intention to stay in the roadstead or to enter the port the German officer will offer to accompany an officer to be sent to the naval officer commanding the port to make the notification.

#### SECTION 10.

If, by way of exception, a foreign warship arrives in a harbour by night, the officer will not be sent to greet it until the following morning, but as soon after the flag parade as possible. In such a case the vessel may anchor where it pleases or, if a pilot has been taken on board, in accordance with the latter's instructions, but it must change the anchorage as soon as it is requested to do so.

#### SECTION 11.

If the officer who is sent to pay compliments only arrives on board a foreign warship entering by day after the latter has already anchored or made fast, the prescribed greetings, information and enquiries, as also the subsequent confirmation of the anchorage selected or the assignment of another anchorage, will take place just the same.

#### SECTION 12.

If the commander exhibits to the officer sent to greet him no inclination to despatch an officer to notify the German commander on land of the arrival of the ship or squadron, the greeting officer will return without further formality, and report to the commanding officer who sent him.

#### SECTION 13.

In ports having a saluting battery, the battery will hoist the war flag. The flag will be shown as soon as a warship approaches. The salute fired by foreign warships before anchoring, or afterwards in exceptional cases, will be replied to immediately after the last gun by the battery with the same number of guns.

## SECTION 14.

On the arrival of a foreign warship or squadron in a port which is not the station of a naval unit, or at which there is situated no department of the Admiralty, the information prescribed in Section 9 will be collected by the harbour police and reported, if the harbour is the garrison town of a body of troops, to the senior military officer on the spot, but otherwise to the state police authorities.

The report is to be forwarded immediately to the departments specified in Section 4, paragraph 2.

**\*16.—Greece—Visits of Foreign War Vessels and Aircraft**

(M. 4723/28.—4.1.1929.)

The following Regulations, dated September, 1928, regarding visits of foreign war vessels and service aircraft accompanying them to Greece, have been issued by the Greek General Staff.

*Regulations concerning the Visits of Foreign Warships and accompanying Aircraft to Greece.*

1. Special permission is not necessary to enable foreign war vessels and auxiliary vessels to visit fortified or unfortified harbours and roadsteads in Greece, but previous notice to the Hellenic Government is required through the usual diplomatic channels. Unless special circumstances render it impossible, such notice should be sent at least seven days before the commencement of such visits.

The notice should give the number of vessels, the name and class of each, and the dates of arrival and departure. If any of the vessels carry aircraft, the fact should be stated in the notification of the visit.

2. The above regulations do not apply to:—

(a) Vessels carrying Foreign Sovereigns, members of their families, Presidents of Republics, Ambassadors or special Envoys to the President of the Hellenic Republic.

(b) Ships obliged to take refuge in a Greek port by reason of damage, storms or any other unforeseen cause.

(c) Vessels arriving in consequence of an international agreement, the terms of which they are engaged in carrying out.

3. Foreign submarines should in no case enter Greek territorial waters in a submerged condition, or submerge while in these waters.

4. Firing of torpedoes or mines, gunnery practice (save for the purpose of saluting), searchlight exercises, embarkation or landing of armed troops, excavations of the soil, and soundings are forbidden in Greek territorial waters without special authorisation, to be obtained through the usual diplomatic channels. No exercise below water level, whether with or without divers, is to be carried out without notifying in advance the local marine authority.

5. If the war vessels or auxiliary vessels are accompanied by Service aircraft in flight, this fact must be mentioned in the notification required by paragraph 1. In such case it is not necessary to procure a special authorisation for these aircraft to leave the land when accompanying the vessels on



their departure. But for any other contemplated flight a special authorisation is required from the nearest naval or military authority. Application for permission should state:—

- (i) The purpose of the flight, the place of departure, the final destination and route of the aeroplane.
- (ii) The number and type of the aircraft. External signs for purposes of identification.
- (iii) The wireless call signs of the aircraft. System and wave length in use. Range of the apparatus.
- (iv) The aerodromes or ports where it is proposed to land.
- (v) Date of the flight.
- (vi) The number and particulars of men to be carried.
- (vii) If for any reason, save external necessity, the route proposed has to be modified, a new application should be sent when opportunity offers.

In all cases aircraft that have been authorised to make flights must conform to the provisions of the International Convention for the Regulation of Aerial Navigation, 13th October, 1919. They must not fly over any prohibited area or land in any such area.

It is expressly forbidden to carry explosives, bombs, photographic or cinematographic apparatus, films or plates. They should not fly over any town, port, village, or place of public assembly save at such altitudes as would enable them to land outside such town, port, village or place of public assembly, should the engine fail in consequence of mechanical breakdown or any other unforeseen cause. This prohibition does not apply within a circle with a radius of one mile from the centre of any spot appointed for the landing of aircraft.

Aircraft are equally prohibited from carrying out any trick flying while over populous districts, unless special permission has been obtained.

6. In the arsenal at Salamis the right of assigning berths to foreign warships and auxiliaries is vested in the Commandant of the arsenal.

7. Warships visiting Greek ports or territorial waters must obey these regulations, as also fiscal laws, and the regulations of sanitary inspectors and harbour police.

On entering territorial waters they should hoist their national flag.

If a warship fails to comply with these regulations, the attention of her Commanding Officer will be called thereto by the Harbour Master. Should this course fail the warship may be requested to leave the harbour at once.

8. On entering any Greek port, foreign warships will be boarded by an officer sent by the Senior Officer of such Greek warships as may be in the harbour, or by the Harbour Master should there be no warships present; this officer will offer courtesy of the port to the Commanding Officer of the foreign warships, will assign their anchoring berth and will ask for information on the object of the visit, the name and rank of the Commanding Officer, etc.

Should this officer arrive after the warship has anchored, he may either confirm the anchoring berth, or assign another as circumstances necessitate.

9. Shore leave may be given to the crews without previous notification. If it is desired to land unarmed troops in military formation or patrols, a special notification should be sent to the Military Authorities and to the Police, through the medium of the Harbour Master, whose duty it will be to regulate the details of the landing and the action of the patrols on shore.

If no military or other authorities exist, this information should be sent to the Mayor.

10. If it is desired to land armed troops, in military formation, or otherwise (with the exception of patrols armed with bayonet only), a

special permission is required; requests for this should be made through the usual diplomatic channels.

If funeral honours are to be given on land, and the Commanding Officer desires that the cortege should be accompanied by an armed detachment, he should ask permission from the Commander-in-Chief (Commandant en Armes) through the medium of the Harbour Master.

No foreign warship may execute a sentence of death in territorial waters.

11. Officers landing are permitted to carry swords.

12. The conditions governing the admittance and sojourn of foreign belligerent warships remain in conformity with the terms of international treaties and the regulations or laws of the Hellenic Republic.

13. List of saluting stations:—

- (i) Piraeus and Phalerum. Battery on the peninsula of Piraeus or guard ship.
- (ii) Salamis. Arsenal.
- (iii) Poros. Gunnery training ship.
- (iv) Corfu. Battery at the flagstaff bastion on Cape Sidero.
- (v) Suda (Crete). Battery.
- (vi) Patras. The Citadel.
- (vii) Salonika. Battery on the Heptapyrgion.

14. Regulations for the use of W/T:—

- (i) Foreign ships of war being in the proximity of Greek naval bases, or in harbours near such bases should apply to the Commander in Chief of the base, or to the Harbour Master for permission before using their wireless.

The application should contain the following information; the system of W/T apparatus, wave length, and the proposed hours for sending messages.

- (ii) Foreign ships of war, lying in any other anchorage not in proximity to naval bases, should comply with the following regulations:—

- (a) Sending messages with a wave length of 600 metres is forbidden, save for the purpose of sending distress signals, or answering such signals.
- (b) Interfering with the messages of Government wireless stations is forbidden.
- (c) The emission of W/T messages must cease as soon as required by any Naval authority, harbour authority, or any Government W/T station.
- (d) Prolonged emission should be avoided where the signals sent are not purely continuous (arc or valve system).
- (e) If Greek ships of war are lying in the anchorage, permission is required from the Senior Officer before foreign ships make use of their wireless apparatus.

- (iii) In the roadsteads or harbours of Phalerum, Corfu, Suda (Crete), Salonika, Dedegatsh and Chios specifically the officer visiting a foreign ship of war will assign to the Commanding Officer the hours and wave lengths permitted for W/T communication.

General Staff of the Navy.

ATHENS,

September, 1928.

(A.F.Os. 17/29 and 2767/29.)

**\*17.—Greece—Regulations for Visits of Foreign Aircraft**

(M. 4723/28.—4.1.1929.)

The following regulations dated September, 1928, regarding visits of foreign aircraft to Greece, have been issued by the Greek General Staff.

[Translation.]

*Rules concerning the Visits of Foreign Aircraft to Greece.*

1. Aircraft coming from any State which is a party to the Convention for the Regulation of Aerial Navigation, dated the 13th October, 1919, have the right of passage over Greece without landing, provided they conform to the rules of the above-mentioned Convention.

2. The passage of all aircraft of nationality other than the States that are parties to the Convention for the Regulation of Aerial Navigation over Greek territory is forbidden, unless special permission is obtained.

3. Service aircraft, or any employed in State service, desiring to traverse or to land in Greek territory, must always obtain special permission through diplomatic channels.

Service aircraft accompanying ships of war should comply with the regulations concerning the visits of warships to Greece (*vide* A.F.O. 16/29).

4. Any private or civil aircraft desiring to traverse Greek territory, and having the nationality of any State in treaty with Greece in the matter of aerial navigation, or belonging to an aerial navigation company that has a special agreement with the Greek Government, should have their papers concerning such flight viséd by the Greek Consul at their place of departure.

5. Should any civil or private aircraft desiring to fly over or to land on national territory have the nationality of a State not in express treaty relations with Greece in the matter of aerial navigation, it should apply for a special permission through diplomatic channels.

6. Any request for permission to fly over or land on Greek territory should be addressed to the Minister of Foreign Affairs at least 15 days before the flight proposed.

7. This request should contain the following details:—

(a) Type of machine (aeroplane or seaplane).

(b) Whether Service or private.

(c) External signs, for purposes of identification.

(d) Make of aeroplane and of its engines.

(e) Names of the pilot, the crew, and of any passengers.

(f) Description of W/T installation. Call sign of the aeroplane. Type of wireless telegraphy apparatus. System and wave lengths it is proposed to use in transmitting and receiving messages, and wave lengths that can be used. Range of apparatus. Names of Greek stations with which communication is desired.

(g) Place of departure, final destination, route of the aeroplane, localities in Greece where it is desired to land and replenish fuel tanks; nature of the arrangements made for this purpose. If on its return journey the aeroplane should have to cross Greek territory again, the same details should be furnished.

(h) The date and hour, if possible, at which the aeroplane should arrive in Greece.

(i) If for any reason other than *force majeure* the route and the places of landing should have to be altered, a new application should be sent to this Department in good time.

8. In the interest of the aeroplane's own safety, it would be advisable to notify by telegram the legation concerned of the date and hour on which the aeroplane left its last landing place before arriving in Greece, so that the Minister of Foreign Affairs can be acquainted immediately for the information of the competent Department, which will then take all steps to assist or facilitate the journey of the foreign aeroplane.

9. Any aircraft authorised to make a flight must conform to the Rules of the International Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, and should not therefore cross any prohibited area, or land in such area. They should also respect the Greek fiscal laws and the sanitary regulations applicable to aircraft.

10. The carriage of explosives, photographic or cinematographic apparatus, films and plates is strictly forbidden without a special permission obtained through diplomatic channels.

11. Aircraft should not fly over towns, ports, villages or other places of public assembly at a height less than would be required for the aircraft to land outside such places, should the means of propulsion fail through mechanical breakdown or other unforeseen cause. This prohibition does not apply within a circle with a radius of one nautical mile, whose centre is at the aerodrome.

Aircraft are equally forbidden to carry out trick flying over inhabited places without special permission.

General Staff of the Army.

General Staff of the Navy.

ATHENS,

September, 1928.

(A.F.O. 16/29.)

## 18.—Italian Ports—Visits of Foreign War Vessels

(M. 4190/27.—4.1.1929.)

The following is a translation of Italian Royal Decree, No. 860, of 28th May, 1922 (published in the "Gazzetta Ufficiale" of 18th July, 1922, and modified by Royal Decree, No. 899, of 29th March, 1923) has been reproduced owing to inaccuracies having been reported in the translation previously issued.

With regard to Royal Decree, No. 243, of 24th May, 1906, governing the anchoring in Italian waters of foreign warships belonging to friendly countries, and taking into account the fact that the said Decree is no longer suitable to the technical-naval exigencies of the present times, and in order that the regulations may be based on similar lines to those existing in other Maritime countries, the Naval Staff are favourable, and in agreement with the Ministers of Marine, War, Foreign Affairs, and the Colonies, to decreeing the following law:—

### ARTICLE 1.

The present Decree refers only to peace-time conditions, when war vessels of non-belligerent powers are allowed anchorage in the ports of Italy and her Colonies; all other dispositions in any way contradictory to the present Decree are to be considered null and void.

### ARTICLE 2.

The term "war vessel" is to be understood to apply not only to those vessels generally designated as such, but also to all other craft flying a flag of war and used in Naval service.

### ARTICLE 3.

In peace-time, foreign ships of war are, in a general sense, allowed to visit the ports of Italy and her Colonies, and to anchor in Territorial Waters at a distance less than six\* miles from the low tide line, provided that the number of ships belonging to one Power does not exceed three for each sector (see Article 6).

Notice of such visit, however, must invariably be given, through the usual diplomatic channels, and (circumstances permitting) this notice should be received at least seven days prior to the intended visit.

The said ships will not be allowed to remain in Italian ports or Territorial Waters for a period exceeding eight days. They must sail from such ports within six hours' notice, should they be requested so to do by the Naval Authorities; this clause also holds good even should they not have completed the eight days' stay.

\* Note.—H.M. Government has informed the Italian Government that a territorial limit of six miles from the coast cannot be accepted.

In the event of a Foreign Naval Squadron arriving at a port with a larger number of vessels than that indicated in the first paragraph of this Article (3), the Naval Authorities must at once acquaint the Commanding Officer of the squadron with the foregoing regulations, so that he may take steps to order the ships in excess of the authorised number to proceed to sea again.

#### ARTICLE 4.

The restrictions relative to the maximum number of foreign war vessels and the number of days' stay, as indicated in the preceding Article (3), may only be exceeded in cases of enforced stay, or by formal permission applied for through diplomatic channels to the Italian Government.

#### ARTICLE 5.

The above rules and regulations do not apply to the following :—

- (a) To war vessels having on board personages of high rank, Heads of States, members of reigning Royal Families and their suites, and members of the Diplomatic Corps accredited to the Government of H.M. the King of Italy.
- (b) To war vessels obliged to take refuge owing to breakdowns, heavy weather, or other unforeseen circumstances;
- (c) To war vessels employed in sea patrol duties in localities conventionally agreed upon with the Royal Italian Government.

#### ARTICLE 6.

For the application of the present regulations, the littoral of Italy and her Colonies is divided into the following sectors :—

- (1) Adriatic sector, from the frontier to Santa Maria di Leuca; including Zara and the Adriatic Islands belonging to Italy;
- (2) Ionian sector, from Santa Maria di Leuca to Scilla on the (Calabrian) Peninsula and from Cape Peloro, along the east and south coasts of Sicily, to Cape Lilibeo;
- (3) Tyrrhenian sector, from the French frontier to Cape Peloro and Scilla, with the north coast of Sicily to Cape Lilibeo, including all the Tyrrhenian and Sicilian islands.
- (4) Sector comprising Tripolitania and Cyrenaica;
- (5) Sector comprising Eritrea;
- (6) Sector comprising Somaliland;
- (7) Aegean Sea sector.

#### ARTICLE 7.

On arrival of a foreign war vessel in an Italian port or roadstead not being a fortified Naval station, the Port or Naval Authorities will assign her a berth.

In the event of the vessel having already anchored, the Authorities may allow her to remain there or assign her another anchorage should they think that she would cause an impediment to the navigation or traffic of the port.

The Naval Officer, or Port Authority charged with the Naval or port duties, will, after the sanitary regulations have been complied with, send a copy of the appended notification form (*see* Appendix) to the Commanding Officer, requesting the latter to complete the form by filling in the required information, and to sign and return it. He should also furnish the Commanding Officer with a copy of the present Decree, for his information.

Should the vessel be in a state to warrant quarantine, the aforesaid official will send the Commanding Officer a copy of the Decree. The Commanding Officer should then send ashore the ship's Medical Officer, or other person authorised by him (taking the usual precautions) in order to visit the local sanitary authorities and furnish the necessary details and arrange for the sanitary treatment of which the ship may be in need.

## ARTICLE 8.

When a foreign war vessel, in proceeding to take anchorage in a fortified port, and in departing therefrom, is obliged to pass through the fortified belt, she shall, when warned so to do, by the local Naval Authorities, carry a pilot officer or other responsible agent sent by the said Authorities, under whose guidance the vessel should be steered both when taking up her berth and when sailing. This service is gratuitous and no responsibility is undertaken by the Italian Government or by its agents for any damage which might arise to the vessel; it is quite independent of the ordinary pilot service which may be called for by signal by the vessel herself or offered by the local pilots, or which is, owing to special conditions of localities, obligatory.

For the purposes of this article, and for saluting purposes, the fortified Naval ports are:—

Vado (Savona).

Spezia.

Monte Argentario (Talamone and Porto S. Stefano).

Gaeta.

Messina, and dependent anchorages on both sides of the Straits.

Taranto.

Brindisi.

Venice, and anchorages in the Laguna.

Pola, and islands of Cherso and Lussin.

Maddalena, with adjacent islands and Sardinian Coast.

Tobruk (the Naval base).

To the above-mentioned fortified ports (with the exception of Vado and Monte Argentario), it is expected that a return salute will be fired by foreign men-of-war when taking up their respective anchorages, if they are in a condition to do so.

This rule is also applicable to the ports of Naples, Zara and Tripoli, also to any other anchorage in the State or Colonies where there is present an Italian warship capable of returning the salute.

In every fortified town or Naval port, the National flag is hoisted on some prominent building, or works, from 8 a.m. till sunset, besides being temporarily hoisted outside of the prescribed hours should there be a war vessel in sight under way, and in every case when a war vessel is sighted with colours flying.

## ARTICLE 9.

In the interests of the Defence of the State it may be necessary to forbid the transit or stay of foreign war vessels in any locality of the Territorial Waters which may from time to time, be indicated. The said prohibition, whether temporary or permanent, shall be made public by means of hydrographical notices relative to navigation; and semaphore and signal stations and Italian war vessels, which may be in the vicinity of the locality in question, will communicate such prohibition, by means of international signalling, to foreign war vessels in the vicinity.

## ARTICLE 10.

All foreign war vessels which anchor in an Italian port or Territorial Waters, are compelled to respect the laws and regulations laid down regarding customs, police and sanitary conditions.

They are also obliged to follow and conform to all the local rules and regulations which govern war vessels of the Italian Royal Navy.

In order that the Commanding Officer of a warship may acquaint himself with these regulations, a copy of same will be supplied him by the local Naval Authorities.

Foreign war vessels are not allowed, when in Territorial Waters, to take land bearings or soundings, nor to practise, without special authorization, firing exercises or landings, nor to discharge torpedoes or lay mines.

No under-water repairs are allowed without previous notification to the Naval Authorities or their agents.

No aircraft carried, escorted, or towed by a warship is allowed to take flight in Territorial Waters without special permission.

All submarines allowed to anchor in ports are to be on the surface during the period of their stay; they are strictly forbidden to submerge without special permission from the Authorities.

They are to navigate, both on arrival and departure, and for the whole of the time they are in Territorial Waters, on the surface.

It is strictly forbidden for foreign men-of-war to send ashore armed parties for exercises, armed pickets or armed funeral parties or for any other purpose without first obtaining permission from the local Military Authorities, or in their absence, from the port Authorities.

Officers and Petty Officers are allowed to carry those sidearms which form part of their uniform.

The number of liberty men and the hours between which these are allowed to go on shore, is to be arranged by mutual agreement between the Commanding Officer, or officers of the foreign war vessels and the local Civil and Military Authorities, at the same time taking into account the possible arrival of other war vessels belonging to another Power.

Launches and other small craft in use in ports and Territorial Waters are not allowed to be armed.

No death sentence is allowed to be carried out during the stay in Territorial Waters.

#### ARTICLE 11.

In the event of the neutrality of the State in armed conflicts between other Powers, the conventions and rules at present existing according to maritime law, will be observed in Italian ports and Territorial Waters.

#### ARTICLE 12.

The local Naval Authorities, or in their absence, the port Authorities or, failing these, the Military Authorities on land, are responsible for the observance of these rules.

It is the duty of the above-mentioned authorities to advise the Officer Commanding any foreign war vessel in the event of the transgression of or refusal strictly to obey any of the rules and regulations laid down in the present Decree. In cases of persistence or refusal to comply with them, they will, after duly warning the Commanding Officer by formal protest, report the matter by urgent telegram to the Headquarters of the Naval Command in whose jurisdiction the foreign war vessel is lying, and to the Ministry of Marine; also to the War Office, when the report is sent by a Military Authority on land.

In the Colonies the report is to be urgently telegraphed to the local Governor who should at once inform the Central Authorities.

The present Decree has been presented to Parliament and converted into law.

ROME, 28th May, 1922.

#### APPENDIX.

#### NOTIFICATION FORM OF THE ARRIVAL OF FOREIGN WAR VESSELS IN ITALIAN WATERS.

Will the Commanding Officer kindly fill in on this form the required information.

1. Nationality of vessel.
2. Name and classification of vessel.
3. Guns, number and calibre.
4. Submerged torpedo tubes, number and type.
5. Aircraft, number and type.
6. Name and rank of Commanding Officer.
7. Complement.
8. Number of passengers, if any.
9. Sanitary condition of ship.
10. Where from.
11. Destination.
12. Probable length of stay.
13. Cause of putting into port.
14. Nature of cargo (in the event of supply ships).

Date,.....19 ,  
(Signature of Commander.)

## II.

**Regulations for the use of W/T.**

The following regulations respecting the use of radiotelegraphy and radiotelephony in the ports of Italy and Italian Colonies were promulgated by Royal Decree dated 10th July, 1924 :—

## ARTICLE 1.

Foreign warships and the aircraft accompanying them must, while in the waters of the fortified places and in the ports of the kingdom and colonies, observe the following regulations for the use of radiotelegraphy and radiotelephony in addition to those prescribed by the Royal Decree No. 860 of 28th May, 1922, as modified by the Royal Decree No. 899 of 29th March, 1923.

## ARTICLE 2.

Foreign warships and the aircraft accompanying them, while in the waters of maritime fortified places and naval bases of the kingdom and colonies or anchorages in their vicinity referred to in Article 8 of the Royal Decree No. 860 of 28th May, 1922, as modified by the Royal Decree No. 899 of 29th March, 1923, must, in order to utilise their radiotelegraphic or radiotelephonic apparatus, obtain from the Commander of the place or port the relative permission on previous notification of the system, the wavelength to be employed in transmission and the time of working.

## ARTICLE 3.

Foreign warships and the aircraft accompanying them, while in other ports of the kingdom and colonies not adjacent to a maritime fortified place or naval base, must conform to the following rules :—

- (a) Transmissions on waves of 600 metres are forbidden except for messages for assistance or in answer to the same;
- (b) Interference with messages of national radiotelegraphic stations, whether movable or stationary, must be avoided;
- (c) Transmissions must be suspended on a request from any naval or port authority or any stationary national radiotelegraphic station;
- (d) Prolonged messages with apparatus which do not transmit with a pure continuous wave must be avoided;
- (e) If units of the Royal Navy are in port, their High Command must be asked previously.

The present Decree will have effect from 10th July, 1924.

**20.—Japan—Use of W/T by Foreign Warships**

(M. 3809/27.—4.1.1929.)

The following is a translation of Japanese Imperial Ordinance No. 226.

**IMPERIAL ORDINANCE No. 226.**

## ARTICLE 1.

Foreign men-of-war (being at anchor) or foreign military or naval aircraft, which desire to transmit messages by wireless telegraph or telephone within the limits of a naval port or a minor naval port or within the radius of not more than 20 kilometres outside the limits of a naval port or a minor naval port, shall beforehand obtain permission from the Commander-in-Chief of the naval port or the Commander of the minor naval port concerned, stating the system of apparatus, power, wave-lengths and the proposed time of transmission : provided, however, that cases of signals of distress are excepted.



## ARTICLE 2.

Foreign men-of-war (being at anchor) or foreign military or naval aircraft, which desire to transmit messages by wireless telegraph or telephone in the territory outside the districts provided for in the preceding article, shall conform to the following regulations:—

- (i) Except in cases of signals of distress, transmission on wave-lengths of 600 and 2,400 metres is prohibited.
- (ii) Except in cases of using pure continuous waves protracted transmission is prohibited.
- (iii) Transmission shall be suspended immediately upon a request to that effect being made by a governmental, a military or naval wireless telegraph station.
- (iv) In case there is a Japanese warship lying at anchor in the neighbourhood, the Commanding Officer shall be consulted in the matter of transmission.

*Appended Provision.*

The present Ordinance shall take effect on and after 1st August, 1927.

## 21.—Latvia—Regulations regarding Visits of Foreign Warships

(M.—4.1.1929.)

The following regulations for foreign men-of-war visiting Latvian ports have been issued by the Latvian Government, 12th April, 1923:—

(1) Foreign men-of-war may enter Latvian harbours and remain in Latvian territorial waters only after previous sanction by the Government, to which application should be made, in each individual case, through the Ministry of Foreign Affairs, indicating the name and type of vessels as well as the time of arrival and length of stay in the harbour or territorial waters.

*Note.*—Without the Government's consent foreign men-of-war may enter Latvian ports only in cases of extreme necessity (*relâche forcée*).

(2) Men-of-war are forbidden to enter the port of Riga or the mouth of the Daugava (river Dvina) between sunset and sunrise.

(3) Salutes in acknowledgment of the salute to "the Nation" by foreign men-of-war entering the Daugava (Dvina) will be fired by a special saluting battery of the Daugavgriva (Dunamunde) fortress. This battery is situated on the right bank of the river near the flagstaff of the fortress.

(4) A salute to "the Nation" can only be returned in other ports if a Latvian man-of-war having the right to salute is in harbour.

2. The administration of the port should be informed 5 days before the arrival of foreign warships of the date of arrival, and the length, breadth and draught of the vessels.

3. The following regulations have been abstracted from Instructions dated 17th September, 1924, issued to the Commander of the Daugavgriva Defences and Pilots of Riga Harbour:—

\* \* \* \* \*

Merchantmen of all countries are allowed to enter the Daugava at any time, but men-of-war only by a special permission of the Government and during day time. Men-of-war which arrive at the river at night cast anchor in the bay not nearer than the whistling buoy in the sector S. and S.E. in the direction of the lighthouse.

*Remark.*—Night is calculated from sunset to sunrise.

Foreign men-of-war of which information has been given in the manner mentioned in paragraph 3, the Daugavgriva artillery command permits to approach the coast and to enter the Daugava, exchanging with them salutes laid down in special regulations.

If a foreign man-of-war, the arrival of which has not been notified, approaches the shore and the Daugava for a "*relâche forcée*", she must anchor in the Daugava not beyond the line between the saluting battery which is situated on the right bank of the river  $57^{\circ} 4' 24''$  N. latitude and  $24^{\circ} 2' 56''$  E. longitude and the Russian church of the fortifications on the left bank.

If pilots have gone out to sea at night to meet a vessel which turns out to be a foreign man-of-war they do not take her into the harbour but return immediately and report to the Daugavgriva artillery commander, who acts in accordance with instructions contained in paragraph 4.

When the entrance into the Daugava and the waters of the fortified zone of the Riga harbour are closed for foreign men-of-war, the latter are forbidden to approach the shore closer than 5 nautical miles and pilots do not go on board foreign men-of-war and do not take them into the harbour.

Foreign men-of-war are forbidden to approach the shore at the entrance to the Daugava closer than 5 nautical miles (even when the harbour is not closed) between the meridians  $23^{\circ} 50'$  and  $24^{\circ} 20'$  Eastern longitude from Greenwich, with the exception of the sector S. and S.E. in the direction of the lighthouse.

The Marine Department informs foreign countries and vessels of the closing or opening of the harbour as well as of the signals indicating the closing.

When entrance into the Daugava and the waters of the fortified zone of the Riga harbour are closed for all trading vessels, the latter are forbidden to approach the entrance to the Daugava and the shore between the meridians  $23^{\circ} 50'$  and  $24^{\circ} 20'$  Eastern longitude from Greenwich closer than 2 nautical miles, and pilots do not meet merchantmen and do not take them into the harbour.

#### SIGNALS FOR CLOSING HARBOUR.

Order dated 29th September, 1924.

When entrance into the Daugava (Dvina) and the waters of the Riga fortified zone is completely closed for *all vessels*.

*During the day*:—One cylinder is hoisted at the pilots' tower.

*During the night*:—(a) The lighthouse of the Riga harbour sends out red flashes instead of the usual white flashes.

(b) The leading lights along the "entering line" are extinguished.

When entrance into the Daugava and the waters of the Riga fortified zone is closed for *foreign men-of-war*.

*During the day*:—One cylinder over one ball is hoisted at the pilots' tower.

*During the night*:—The lighthouse of the Riga harbour sends out three white and one red flash instead of the usual four white flashes.

When the entrance into the Daugava and the waters of the Riga fortified zone is closed for *merchantmen*.

*During the day*:—One ball over one cylinder is hoisted at the pilots' tower.

*During the night*:—The lighthouse of the Riga harbour sends out two white and two red flashes instead of the usual four white flashes.

*Note*.—When the harbour is completely or partially closed, the Daugavgriva artillery searches the horizon with a searchlight.

When the harbour is completely or partially closed, any vessel approaching the shore by day or by night closer than the indicated line is warned by shots from the Daugavgriva artillery.

- (a) If the vessel approaches the shore closer than the indicated line and pays no attention to the signals from the pilots' tower—one salute shot is fired in the direction of the vessel;
- (b) If the vessel does not stop—a ball shot is fired into the sea in front of the vessel;
- (c) If the vessel still pays no attention—one shot is fired between her masts;
- (d) If, notwithstanding the three warning shots, the vessel does not stop—she is fired at.

The Daugavgriva artillery acts in the same way if a foreign man-of-war does not comply with the regulations laid down in paragraph 9 of the instructions.

*Note.*—A protest has been made against the Latvian claim to a territorial limit of 5 miles.

### 23.—Netherlands Aircraft—Distinguishing Marks

(M. 53332/21.—4.1.1929.)

The markings of Dutch Military and Naval aircraft have been altered by royal Decree which states that the Netherlands aircraft for land and sea shall carry as distinguishing marks the following:—

“At the end of each wing (on the top side of the upper plane and the under side of the lower plane, and in the case of monoplanes on both sides of the plane), also on both sides of the body of the machine, a circle divided into three equal sectors, wherein a small concentric circle. The inner circle is to be orange coloured and the sectors of the outer circle are to be coloured successively red, white and blue. The vertical rudder is to be painted in three horizontal bands, red, white and blue. These marks will be carried only by Dutch military aircraft.”

2. In the above decree, the word “military” is used in the sense of “non-civilian.”

### 24.—Norway—Regulations for Visits by Foreign Warships

(M. 4776/24.—4.1.1929.)

(A).—REGULATIONS REGARDING THE ADMISSION OF FOREIGN MEN-OF-WAR TO NORWEGIAN PORTS AND WATERS, DATED 20TH JANUARY, 1913.

1. No foreign men-of-war—except those mentioned in Article 4—may enter Norwegian military ports or naval stations without having previously obtained permission to do so, from His Majesty the King, or from such person as he may have authorised to grant such permission.

The types and names of the men-of-war which desire to enter Norwegian military ports or naval stations, and the time and duration of the visit must be stated in advance.

The duration of the visit must not, without special permission and in extraordinary circumstances, exceed eight days, and not more than three men-of-war of the same nationality will, as a rule, be permitted to visit the same port at the same time.

2. At present the following portions of the Norwegian coast are considered as War Ports or Naval Stations: Kristiania Fjord, with the waters enclosed by the line running Tönsberg Tönde, Faeder Lighthouse, Torbjörnskjær Lighthouse, Vikertangen in Asmalö, Askholm in Skjebergkilen. The Port of Kristiansand, with the waters inside Fredriksholm, Oxö Lighthouse, Gronningen Lighthouse, and Torso Lighthouse. The Port of Bergen and the approaches, inside a line running Fonnes (East side of Lygreffjord), Helliso Light, Tekslen (the North side of Kors-Fjord), Lyse-Kloster Church. Trondhjems-Fjord inside a line between Smellingen and Grindviktangen.

The war port of Vardø is limited as follows:—

Towards the East and the North by a line from Hasselnes to Kvalvikhaugen through the Western point of Renøen Island, thence to the Northern point of Skagodden; to the West by a straight line from Skagodden to the Easternmost point of Tyveholmen, thence towards the column on Svartnes; to the Southward by a line from the column on Svartnes S. 75° E., till this line meets a line drawn due south from the Easternmost point of Vaaberget.

Compass bearings given are true.

3. After previous notice has been given, foreign men-of-war are free to enter other ports and anchorages in the kingdom, provided no regulations to the contrary have been issued in special cases. Not more than three such vessels of the same nationality may, however, stay in the same port, and the duration of the stay must not exceed fourteen days.

Deviations from the regulations contained in this section can only be made in accordance with permission obtained through the diplomatic channel.

4. The following are exempt from the main regulations contained in Articles 1 and 3:—

- (a) Ships of war carrying the Heads of foreign States and escorting vessels.
- (b) Ships of war in evident distress, through perils of the sea; these can at any time seek shelter in the ports of the kingdom.
- (c) Ships of war intended or used for fishery inspection, or for hydrographic or other scientific work.

5. In every Norwegian port, where Harbour Authorities exist, foreign men-of-war are obliged to take up the anchorage berths which may be assigned to them by the Harbour Authorities (the Harbour Master).

Permission granted to foreign men-of-war to visit Norwegian ports or anchorages may be withdrawn at any time.

Every foreign man-of-war lying in a Norwegian port or anchorage must at any time—even if entitled to lie there in accordance with what is stated above—comply with a request to weigh anchor and leave the port within six hours, or shift berth in accordance with directions received.

6. No person from a foreign man-of-war lying in a Norwegian port or waters may, without special permission, approach or enter any zone within which there are batteries, fortifications, or other military works, or which is enclosed by the military authorities.

Landing exercises and firing exercises with guns, rifles, or torpedoes must not be carried out. The crew must be unarmed, when on shore, but officers, petty officers and cadets may bear the arms belonging to their respective uniforms.

7. It is forbidden for persons belonging to foreign men-of-war to make, copy, or publish plans or sketches of ports or territorial waters of the kingdom, or to make measurements or take soundings other than those recognised as necessary for the safe navigation in the usual channels.

They are also forbidden to make, copy or publish plans, sketches, photographs or descriptions of Norwegian fortifications or establishments, etc., belonging to them (*see* Article 3 of the law regarding Secrets of War, 18th August, 1914).

8. The Commander of a foreign man-of-war must comply with the sanitary, Customs, pilotage and harbour regulations issued by the local authorities.

9. The above regulations shall remain in force until His Majesty the King orders otherwise.

#### (B).—REGULATIONS REGARDING PILOTAGE.

The following Bill, which became law on 2nd June, 1922, amends the Norwegian Pilotage Acts. It repeals the Act of 18th August, 1914, which enacted that no foreign warship or other vessel sailing on account of a foreign Government or foreign pleasure boat or training ship might enter a Naval port or Naval place of anchorage without employing a permanent Norwegian pilot, nor sail in Norwegian waters inside the Skerries without a permanent Norwegian pilot or in default thereof a coast pilot.

## TEXT OF THE LAW.

## I.

The Pilotage Act of 26th May, 1899, § 2, shall read as follows:—

The following are exempted from the obligation to carry pilots imposed on vessels:—

- (1) Vessels under 30 nett register tons.
- (2) Vessels which leave the Kingdom for the purpose of fishing, whaling or sealing in the open sea, and are under 130 nett register tons, although they may enter a foreign port, provided that this is only for the purpose of preparing or unloading the catch landed during the voyage.
- (3) Warships and transport vessels which are running on behalf of the Government of any country and under the command of personnel paid by that Government.
- (4) Pleasure vessels (yachts) which enter Norwegian harbours as such, and not for the purpose of trade, and only such harbours as may be determined by the Crown.
- (5) Vessels engaged in carrying cargo which is destined for a foreign country when they enter a port for the purpose only of taking on board provisions or coal, or signing on or discharging crews or of landing sick persons.

If the vessels mentioned in § 3, 4 and 5 employ a pilot, they are to be treated in the same manner as vessels which are obliged to take a pilot, but in that case pilotage dues are to be charged in accordance with the special rates fixed by the Crown.

Vessels sailing to or from Sweden are subject to the same regulations in respect of pilots as if sailing to a foreign country. It shall, however, be lawful for the Crown to make such alterations as may be deemed advisable with a view to facilitate communication between the two countries, provided that similar facilities are accorded to Sweden.

It shall be lawful for the Crown, if deemed necessary for public security, or because of the state of the seas or for other reasons, to impose compulsory pilotage, in such manner and to such extent as may be deemed advisable, that is to say, to determine that any particular vessel shall employ a pilot or, if no pilot be available, any person recognised by the master pilot as qualified to carry out the duties of a pilot. Detailed regulations regarding this enforcement of pilotage shall be issued by the Crown.

## II.

The Act of 18th August, 1914, supplementing and amending the Pilotage Act of 26th May, 1899, together with the Supplementary Act thereto of 26th March, 1906, is hereby repealed.

## (C).—WIRELESS TELEGRAPHY.

Regulations relative to the use of W/T apparatus on board foreign vessels within Norwegian territorial limits are contained in the following Norwegian Government Resolution, dated 7th January, 1922:—

Sanction is given to the following regulations for the use of wireless stations on board ships of foreign non-belligerent Powers during their stay in Norwegian waters in times of peace:—

1. Within Norwegian territorial limits wireless telegraph or telephone stations on board foreign vessels must not be used except in accordance with special permission, unless such use concerns:—

- (1) Correspondence regarding ships in distress, or for the prevention of accident.
- (2) Correspondence with the nearest Norwegian coast station, and also
- (3) Correspondence with other ship stations, when each of the ships is at least 10 nautical miles from the nearest Norwegian coast station.

In the cases mentioned under (2) and (3), however, transmission must at once cease when this is demanded by the Telegraph Board, the Naval Board, or by any wireless station which falls within the jurisdiction of these authorities.

2. In Norwegian ports where public wireless stations are established and within the areas which at any time may be determined by a Norwegian authority, and concerning which information is obtainable at the nearest public coast station, the station must not, however, be used for correspondence other than that mentioned under paragraph 1 (1) unless special permission is obtained.

3. Application for permission to make use of the station within Norwegian territorial limits for correspondence other than that mentioned above, should be sent to the Telegraph Board, which will make its decision after conference with the Naval Board.

4. The above rules, however, with the exceptions mentioned below, are not applicable to stations on board the warships of foreign Powers.

Should the latter, whilst calling at a Norwegian port where a public wireless station is established (*see* the list issued by the Telegraph Board), desire to make use of the wireless apparatus on board, they must first make application to the director of the public wireless station at that place, who will notify the times at which it is permissible to make use of the apparatus concerned.

In the said application, which may be made by wireless, the wave length which it is desired to employ shall also be stated. Otherwise in Norwegian ports and Norwegian territorial waters such vessels may freely make use of their wireless stations. Transmission, however, shall at once cease when this is demanded by the Telegraph Board, the Naval Board or by any wireless station which falls within the jurisdiction of these authorities.

5. When the station is used during the ship's stay in Norwegian waters, such use shall take place under observance of the provisions of the International Telegraph Convention, with the regulations appertaining to the same.

6. The above provisions only apply when Norway is not at war, and only in respect of the ships of non-belligerent Powers.

7. The above rules come into force from 1st September, 1922. From the same date are cancelled the previous regulations sanctioned by Royal Resolution of 24th October, 1908.

#### (D).—RULES CONCERNING VISIT OF FOREIGN NAVAL AND MILITARY PERSONNEL TO NORWAY.

Issued by the Ministry of Defence, 5th September, 1924.

1. Foreign military persons and other persons belonging to establishments that can be compared with military establishments are not permitted to stay upon Norwegian territory in uniform except when they have obtained official permission to do so. Such permission is granted by the Ministry of Defence.

2. Foreign military persons and other persons who in accordance with section 1 have permission to stay in Norway in uniform, must on arrival report themselves, at Christiania, to the Commander of the Akershus Fortress, and to the Chief Officer in command at the following places:—Fredrikshald, Fredrikstad, Kjeller, Elverum, Hamar, Hønefos, Kongsberg, Horten, Melsomvik, Kristiansand, Stavanger, Bergen, Molde, Trondhjem, Levanger, Stenkjaer, Mjösen, Ramsund, Narvik, Harstad, Tromsø, Altgaard, Kirkenes.

On arrival at fortresses notification must be given to the commander of the fortress in question, and on arrival at military training grounds to the commander of the place.

3. In addition to complying with the above-mentioned obligation to notify, the persons concerned must observe the rules in force at any time regarding notification to the police authorities. (Cp. Law of 4th May, 1901, regarding the Notification of Travellers and Foreigners, with subsequent additional laws.)

4. Companies of troops under command must not stay upon Norwegian territory. In exceptional cases, e.g., when taking part in parades, reviews, etc., permission to do so may be granted by the Government.

5. The above regulations do not in general apply to persons belonging to the crews of foreign warships during their stay in Norwegian ports.

The chief of such vessels, when the visit has been officially announced, may give the crews leave on shore, unless special circumstances are a hindrance to the same. The persons concerned, however, may not without special permission proceed to any great distance from the town or harbour in which the foreign warships are lying. In the event of their doing so the provisions of sections 2 and 3 above shall be observed.

Armed or unarmed troops may not be landed from foreign warships without the permission of the authorities of the place, obtained through the acting diplomatic or consular representative of the country concerned, if such be found at that place.

6. The provisions of sections 1-5 are only applicable provided they are not contrary to special agreements with foreign States.

## 25.—Portuguese Ports—Use of W/T and Ceremonial procedure

(M. 5557/24.—4.1.1929.)

### USE OF WIRELESS TELEGRAPHY.

1. The following information, communicated by the Portuguese Minister for Foreign Affairs, has been received from H.M. Minister, Lisbon:—

W/T may be used in Portuguese territorial waters, but its use is not permitted in Portuguese ports, except in the case of the leading ships of a squadron, which are authorised to make use of W/T for communication with units under their command navigating outside the ports, and for communication with the nearest station. The employment of W/T is subject to the general regulations of the International Convention and is not permitted between 1 a.m. and 2 a.m., 8 a.m. and 10 a.m., 1 p.m. and 2 p.m., or 8 p.m. and 10 p.m. The leading ships may only employ wave lengths of 600 metres ("spark") and 1,000 to 2,200 metres ("continuous waves").

### CEREMONIES.

2. H.M. Ships present in Portuguese ports on the following national holidays are to adopt ceremonial procedure as outlined below:—

<i>Date</i>	<i>Occasion.</i>	<i>Ceremony to be observed.</i>
3rd May ...	Anniversary of discovery of Brazil.	Dress Ship overall—Salute at midday.
5th October ...	Anniversary of proclamation of Republic.	Ditto.
1st December	Autonomy of Portugal ...	Ditto.
1st January ...	In commemoration of fraternal unity.	Masthead flags—No salute.
31st January	In commemoration of the originators and martyrs of the Republic.	Ditto.
	Anniversary of abortive revolution at Oporto, 1891.	
14th August ...	Anniversary of the Battle of Aljubarrota.	Ditto.
25th December	Christmas Day ...	Ditto.

3. Should any of these days fall on a Sunday, the following day will also be a holiday.

4. There are also local holidays, of the second category, on dates settled by the local Town Council. In Lisbon it is 10th June, in commemoration of the Poet Luis de Camoens.

5. In default of any specific directions on the subject, Commanding Officers of H.M. Ships should act in unison with the procedure adopted by the Commanding Officer of any Portuguese Ship of War present in port. No salute should, however, be fired other than those detailed in paragraph 2.

## 26.—Roumania—Use of Wireless by Foreign War Vessels

(M. 2966/25.—4.1.1929.)

The following regulations regarding the use of wireless telegraphy by foreign war vessels in Roumanian ports and waters, issued by Royal Decree, dated 9th June, 1925, are promulgated for information and guidance :—

### ARTICLE I.

In the ports of Constantza, Sulina and Galatz, as also in the roads and anchorages situated within a radius of 25 kilometres from these ports, foreign warships or aeroplanes accompanying them cannot make use of the radio-telegraphic, or radio-telephonic stations without first receiving a permit from the higher naval authorities of the port, who, having been informed of the system used and the length of wave required, will indicate the working hours.

### ARTICLE II.

During the fixed working hours foreign warships shall not be able to make use of communications with 600 metres wave-lengths, except in the case of the transmission or reception of a signal for help.

Radio-telegraphic or radio-telephonic communications, even during working hours are, however, liable to be interrupted at the request of the higher naval authorities of the port.

For urgent communications, outside of the working hours, permits may be applied for to the naval authorities of the port, taking care not to interfere with the communications of the Roumanian naval or land stations.

### ARTICLE III.

In the other Roumanian roads or ports, foreign warships must observe the following rules :—

(a) Transmission (of messages) with wave-length of 600 metres is forbidden, except in cases of making or replying to a signal for help ;

(b) Care must be taken to avoid interfering with the radio communications of the military or air forces, or of the nearest land station ;

(c) The transmission (of messages) shall be suspended upon the request of the naval authorities of the port or of the nearest inland station ;

(d) The transmission should be avoided of long messages with an apparatus which does not emit a continuous pure wave ;

(e) If a Roumanian warship is in the port or the road, its commanding officer shall be consulted.

## 27.—Kingdom of Serbs, Croats and Slovenes—W/T Regulations

(M. 1078/27.—4.1.1929.)

The following is a translation of Article 10A of Regulations made by the Ministry of War and Marine, Belgrade :—

### ARTICLE 10A.

Foreign ships of war and aircraft accompanying such ships, when navigating in zones considered to be of naval or military importance, and in ports of the Kingdom of the Serbs, Croats and Slovenes, should conform to the following regulations concerning the employment of wireless telegraphy and telephony :—

(a) Foreign ships of war and aircraft accompanying such ships, should in the following cases ask the Commandant of the Port or other competent authority for permission to use their wireless telegraph and telephone apparatus, indicating in advance the system and wave-length to be employed as well as the nature of the telegraphic communications to be made.



When entering the waters of naval bases of the Kingdom of the Serbs, Croats and Slovenes, or fortified places of the littoral or where they are moored in the immediate vicinity of the latter, and lastly, when entering zones which are considered as being of naval or military importance.

(b) In all other ports of the Kingdom, ships of war and aircraft accompanying such ships, should conform to the following regulations :—

- (1) It is forbidden to employ wave-lengths of 600 metres except for signals of distress or for response to such signals.
- (2) Ships should avoid interfering with the telegraphic communications of Government W/T stations, mobile or fixed.
- (3) Transmission should be stopped at the request of any naval or port authority or any Government W/T station.
- (4) Ships should avoid making long signals with apparatus which are not adapted for the transmission on reduced power.
- (5) In cases where units of the Royal Navy are present in the port, ships should communicate in advance with the Senior Officer of such units.

### 30.—Soviet Union—Rules concerning Navigation in Soviet Coastal Waters

(M. 1002/25.—4.1.1929.)

The following notices to mariners issued from Leningrad contain Regulations as to the navigation of vessels within the coastal waters of the Soviet Union :—

*No. 265.*

*20/9/24.*

#### DIRECTIONS FOR THE NAVIGATION OF VESSELS IN COASTAL WATERS WITHIN THE LIMITS OF THE ZONE OF FIRING OF THE COAST BATTERIES IN TIME OF PEACE.

1. All merchant vessels and war vessels, both S.S.S.R. (i.e., Russian) and foreign, have the right of unimpeded navigation in the zone of firing of coast batteries outside territorial waters.

2. Merchant vessels of the S.S.S.R. and of foreign powers have the right of unimpeded navigation within the limits of territorial waters, with the exception of the special zones, of which a list is appended.\*

\* See last paragraph.

*Note (a).*—War vessels of foreign powers have the right to navigate in territorial waters, but must not anchor, carry out drills, exercises, target practice, etc., the only exception being in case of damage, when foreign war vessels may enter our ports for assistance which will be sanctioned by the local military command, who will report to the higher authorities to obtain the necessary instructions.

*Note (b).*—Special regulations for the passage of merchant vessels of the S.S.S.R. and also foreign vessels through the zone of firing of coast batteries may be introduced only in cases of special military necessity. These regulations when introduced are to be communicated to the proper organs of the maritime transport department for directions to be given to the masters of merchant vessels, and to the National Commissariat of Foreign Affairs for communication to Foreign Governments.

3. Should a foreign war vessel be seen carrying out drills, exercises, target practice, etc., or anchored within the limits of territorial waters, the coast battery that has noticed her will report the fact to the nearest naval station. The senior Officer will in this case act in accordance with his instructions on this matter.

4. Communications with foreign vessels are to be made by the International code of signals. The introduction of a special code for this purpose is not permitted.

5. Every vessel entering the zone of territorial waters and being within the limits of visibility of signal stations must hoist her number, indicating her name, and conform with the signal hoisted at the signal mast, on board the patrol vessel or made by any other means.

6. Should a vessel fail to comply with the directions stated in Clause 5, the master of the vessel will be held responsible for any consequences arising therefrom.

7. Should the necessity arise to warn one of our vessels or a foreign vessel of a danger of a navigational or mining character threatening her, the battery will give her warning by every signalling method available, and as a last resource fire a blank shot. The firing will be reported by the battery to the nearest naval station.

8. All war vessels and merchant vessels, both ours and foreign, when entering and leaving port and navigating in territorial waters must, in accordance with international rules, show the national flag by day, and the regulation signal lights by night.

9. Timely notice will be given of target practice to be carried out by batteries to the local naval command, and the corresponding organ of mercantile shipping in order that due warning may be given to vessels putting to sea or arriving from sea.

*Note.*—Should a vessel appear in the area when firing is taking place, the Commander of the battery firing will take every measure of precaution, even to ceasing firing temporarily. Vessels on their part must take every measure not to interfere with the practice.

10. Foreign Governments and the relevant organs of our mercantile shipping will be notified of the prohibition of navigation in defined areas of the territorial waters of the S.S.S.R.

11. In the event of our vessels going out into a zone referred to in Clause 10 in order to sweep for mines or to lay mines or for any other purpose, the naval command is to give timely notice to the land command (coast battery).

#### PROHIBITED ZONES.

The prohibited zones for the navigation of merchant vessels of the S.S.S.R. and foreign vessels within the limits of the territorial waters of the S.S.S.R. will be notified later.

*No. 321.*

12/11/24.

With reference to Notice No. 265 of 1924, the following prohibited zones for navigation of merchant vessels of the S.S.S.R. and foreign vessels within the limits of the territorial waters of the S.S.S.R. (i.e., Russian waters) are notified:—

(1) Baltic Sea—Kronstadt: In the limits between the meridian of Tolbukhin lighthouse and the west coast of the Karelski isthmus from Kurort † to Lisi Nos, and between the boundaries of Finnish territorial waters and Kotlin Island; the water area bounded by the shore between Ijorski post and Klyuchinskaya pier and the conventional lines: Ijorski post—Kronslot and Kronslot—Klyuchinskaya pier.

(2) There are no prohibited zones in other waters, except the areas in the Black Sea which have not yet been swept.

*Note:—*

†(i) "Kurort" is not shown on Admiralty, Finnish or Russian charts. It is probably the southern end of the Russo-Finnish frontier.

(ii) It is to be observed that a portion of the prohibited zone is outside the three-mile limit.

**31.—Soviet Union—Use of W/T by Foreign Vessels**

(M. 3628/28.—4.1.1929.)

The following regulations have been issued by the Soviet Government regarding the use of W/T by foreign vessels in Soviet waters:—

(Attention is drawn to the fact that H.M. Government do not recognise any claims to control W/T outside the general three-mile limit of territorial waters, and also that they do not acquiesce in the clause in paragraph 9 prohibiting the use of cyphers or codes).

**REGULATIONS FOR THE USE OF WIRELESS TELEGRAPHY IN SOVIET INLAND OR TERRITORIAL WATERS.**

(1) Foreign war and merchant (non-war) vessels, in the maritime frontier zone of the Union of Soviet Socialist Republics and in inland waters of the Union of Soviet Socialist Republics, within a distance of ten miles from the shore are allowed to use their wireless installations only on the bases set forth in this decree.

(2) Foreign merchant vessels, within the regions where coastal wireless installations are established, are forbidden to exchange wireless telegrams, except in the cases mentioned in Article 7 of the present decree.

(3) Foreign merchant vessels in ports where the nearest coastal wireless installation is outside a radius of ten miles and also within the Sea of Azov, may be allowed to use their wireless installations only under special written permits from the chief of the corresponding commercial port, to be issued for a period or for each separate occasion that the vessel visits the ports or inland waters of the Union of Soviet Socialist Republics.

In case the nearest coastal wireless station belonging to the People's Commissariat for Military and Naval Affairs or other department is situated at a distance of not more than ten miles in radius from the corresponding commercial port, the aforesaid foreign vessels receive permission for wireless communication from the chief of the commercial port only in agreement with the local representatives of the respective departments.

(4) The local command of Naval forces has the right to restrict wireless communication between foreign war vessels within the ten-mile zone, both as regards time and place of conducting conversations, and also as regards wave-length.

(5) The chief of the nearest commercial port will supervise the execution of the regulations in Article 2 of the present decree.

He closes and seals wireless installations of foreign merchant vessels throughout their stay in port or within the ten-mile zone mentioned in Article 1 of the present decree.

(6) Foreign vessels standing at anchor in quarantine and requiring to communicate by wireless with the local coastal wireless station, may in exceptional cases, use the minimum power of the main wireless transmitter or a low-powered wireless set during days and hours to be communicated by the said station.

(7) The restrictions on the rights to use vessels' wireless installations foreseen in Articles 2 and 6 of this decree do not affect:—(a) Vessels in danger, or transmitting communications to prevent an accident; (b) vessels rendering help to other vessels in distress; and (c) while conducting vessels through ice.

When entering ports where coastal wireless stations exist, foreign vessels in specially important cases are allowed to finish a wireless communication started with the corresponding port, but not otherwise than on the condition that they switch over to the minimum power or to low-powered sets.

(8) In all cases where vessels' wireless installations are used in accordance with the present decree, foreign war and merchant vessels are guided by the appropriate regulations for international wireless communication accepted by the Union of Soviet Socialist Republics, and also by the regulations controlling inland wireless communication of the Union of Soviet Socialist Republics.

The unpublished regulations for inland wireless communication are communicated to foreign vessels by the corresponding local military-naval or port authorities upon the arrival of the vessels in ports of the Union of Soviet Socialist Republics.

(9) Wireless communications by foreign war and merchant vessels may be in plain language only, without the use of any kind of cyphers or codes, except the established signals under the international service regulations for wireless communication, and also under the International Code of Signals.

(10) The person empowered to communicate with the authorities on all questions arising out of the present decree is the Commander or Captain of the foreign vessel in question.

(11) The regulations promulgated in the present decree remain in force only when the Union of Soviet Socialist Republics is not in a state of war, and only as regards vessels flying the flag of non-warring States.

(12) Persons infringing the regulations promulgated in the present decree are liable under the criminal legislation of the respective federal republics.

### **32.—Soviet Union—Visit of Foreign Naval and Merchant Vessels to Ports**

(M. 03250/25.—4.1.1929.)

The following extract from a translation of a circular issued by the Soviet Government for the guidance of Soviet Authorities in ports visited by foreign naval or merchant vessels in time of peace is promulgated for information:—

#### *Paragraph 2.*

The frontier maritime zone extends for 12 marine miles from low water mark from the shores of the mainland and also of the islands of the U.S.S.R., or from the boundaries of its internal waters.

In the frontier maritime zone where, for technical reasons (such as shallowness), loading and discharging of cargo is carried out outside the limits of zone, the place of such loading and discharging shall none the less be considered as forming part of the zone.

The White Sea and the Sea of Azov belong in their entirety to the internal waters of the U.S.S.R.

In the frontier maritime zone our competent authorities may in case of necessity issue orders, and foreign vessels are bound to obey such orders.

#### *Paragraph 5.*

Foreign commercial vessels are permitted to enter all ports where there are customs authorities and also ports declared open to foreign vessels by joint orders of the People's Commissariat for Foreign Affairs, the People's Commissariat for Foreign Trade, the People's Commissariat for Ways of Communication and the State Political Department.

When entering a port both naval and commercial vessels must fulfil the rules laid down in this connection.

#### *Paragraph 6.*

In cases which admit of no delay (storm, shipwreck and so forth), a foreign naval vessel may be accorded the right of refuge in port during the time of a storm and for repair of damage. In all such cases a report shall be sent to the Centre and also to local plenipotentiaries or agents of the People's Commissariat for Foreign Affairs and to the Maritime Control.

*Paragraph 7.*

The position in port of commercial and naval vessels is absolutely different: the former are subject to customs control, to examination of the crew and passengers, to sanitary inspection and to measures of security, according to the special instructions of the corresponding authorities; at the same time, such vessels have the right of communication with the shore in the sense of landing members of the crew, loading and discharging cargo, landing and taking aboard passengers in accordance with the rules laid down.

The latter, that is to say naval vessels, having the rights of extritoriality, cannot be subjected to any administrative action on the part of our authorities, though they are bound to fulfil all the commercial rules laid down. The actions of foreign naval vessels in the roadstead and on shore, such as go farther than the realm of internal order on board (in which they are subject only to their own internal laws), shall be arranged in agreement with the naval authorities of the port.

Free communication between naval vessels and the shore is permitted in accordance with instructions from the Centre; in the absence of such, in cases of necessity, this question is decided by agreement between the local agent or plenipotentiary of the People's Commissariat for Foreign Affairs and of the Maritime Control and naval authorities of the port, who shall in any case give their sanction to the most necessary acts, such as the obtaining of provisions and water, the removal of sick members of the crew, the delivery of service correspondence and so forth.

The local authorities shall inform the commander of the vessel of the rules laid down in connection with communication with the shore by the customs, sanitary and other authorities and shall together with him arrange individual details relating to ships' communication with the shore and to the landing of members of ships' crews.

*Note.*—The British Government does not recognise claims to jurisdiction outside the three mile limit of territorial waters.

### **33.—Soviet Territory, Arctic Ocean—Entry of Foreigners**

(M./N.I.D. 7476/26.—4.1.1929.)

Entry has been forbidden, without special permission, of any foreigners into the territory of the Yakut Autonomous Socialistic Republic, or into the islands of Vaigach, Kolguev and Novaya Zemlya.

### **34.—Spain—Regulations for Visits of Foreign War Vessels**

(M./N.I.D. 90/28.—4.1.1929.)

The following is a translation of instructions issued in Spanish Royal Decree No. 59, dated 4th January, 1928 :—

I hereby decree as follows :—

*Article 1.*—The phrase "warship" must be considered as including not only the ships designated as such, but also auxiliary vessels of all types.

*Article 2.*—In time of peace foreign warships are authorised to visit Spanish ports, with the sole exception of the Arsenals, for entry into which special authorisation is required.

The notice that a visit is projected will have to be forwarded diplomatically, so that it arrives, if circumstances permit, not less than fifteen days before the commencement of the projected visit.

This notice will contain a declaration of the number of vessels, their names and classes, ports it is proposed to visit, and probable length of stay at each of them.

*Article 3.*—The provisions of the preceding article shall not apply :—

- (a) To ships on board which are embarked Heads of States, members of reigning families, their suites, or diplomatic representatives accredited to the Spanish Government.
- (b) To warships obliged to enter a Spanish port by reason of damage, storm or other cause of *force majeure*.
- (c) To warships which belong to countries with which there is a special agreement regarding the matter.

*Article 4.*—The superior authority of the Navy at each port has the power of allotting the place of anchorage for foreign warships or to change that which they already have taken up if considered necessary. For this purpose, on entering a Spanish port, a foreign warship will be boarded immediately by a Naval officer, sent by the authority in question, who will welcome the Commander and will indicate to him the anchorage assigned to his ship and will inquire as to the object and duration of the visit, name of the Commander, and other information as required.

In case the officer referred to should arrive on board after the foreign warship has already anchored, he will be limited to welcoming the Commander, getting the information indicated, and confirming the place of anchorage already taken, or allotting a new one if necessary.

*Article 5.*—Foreign warships entering a port or Spanish jurisdictional waters are obliged to respect the legal provisions in force in customs and health matters, and also the port regulations to which warships of the National Navy are submitted, and precise details of which will be supplied by the Naval authority.

These ships will not be required to take up a pilot, and will not have to pay anything for his services unless asked for.

In the estuary of Bilbao, Guadalquivir River and other navigable rivers where pilotage is obligatory for merchant ships, it will also be obligatory for warships, and in all cases mooring will be obligatory wherever this service happens to be established.

*Article 6.*—For the entry of warships into State Arsenals a special authorisation will be necessary, which will be granted by the Minister of Marine.

This same authorisation must necessarily precede the visit of individuals of the crew of the vessels in question to the industrial zones of those establishments.

*Article 7.*—The stay of foreign warships in Spanish jurisdictional waters or ports will be understood as conditional on the following stipulations :—

*First.*—No ships must draw up plans of the land or practice soundings.

*Second.*—Submarines must not proceed submerged nor submerge in jurisdictional waters and ports.

*Third.*—As a general rule, the use of wireless communications will not be limited for foreign warships during their stay in the ports of our Kingdom and in jurisdictional waters ; but the Spanish State can limit them, and even suspend them when special circumstances may advise such action.

*Fourth.*—They must not carry out the death penalty.

*Fifth.*—The landing of individuals or parties of the crew with arms is prohibited, except in special cases, for certain ceremonies.

*Sixth.*—Smaller boats travelling round the ports and jurisdictional waters must not be armed.

*Article 8.*—Unless previous authorisation has been obtained from the local Naval authority, warships must not :—

- (1) Carry out manœuvres or landing or firing exercises in Spanish jurisdictional waters.
- (2) Carry out any submarine work, whatever may be its object, whether they require the services of divers or not.

*Article 9.*—When the Commander of a foreign warship desires to land an armed detachment for the purpose of rendering funeral honours on shore, he must obtain due authorisation through the local Military authority, which is granted by the Minister of War or Captains-General of Regions in cases of recognised urgency.

*Article 10.*—In case a foreign warship does not obey the provisions contained in this present statute, the Naval or Military authority will call the attention of her Commander to the violation committed, and will invite him formally to observe the dispositions in question.

If this request is disobeyed, the competent Naval or Military authority shall invite the foreign warship to leave the port or jurisdictional waters immediately.

*Article 11.*—The Ministries of State, War and Marine are charged with the execution of this present decree in so far as it affects each one.

ALFONSO.

Given at the Palace, 4th January, 1928.

## II.

### *Exchange of Visits between Military Authorities and Officers of Foreign Warships.*

The following is a translation from instructions issued by the Spanish Ministry of Marine in 1911.

## CHAPTER VI.

Exchange of visits between the Military authorities and the officers of foreign men-of-war.

### *Preliminary Visit.*

1. On the arrival in harbour of one or more foreign men-of-war, the Senior Military Authority will send an officer to the recently arrived ship, or, in the case of a squadron, to the flagship, in order to pay the usual compliments.

2. This Military officer, if he cannot use his own boat, will go on the boat with the Naval officer who goes to present the compliments of the Senior Naval Officer.

3. The Commanding Officer of the ship or ships recently arrived will send an officer to return the visit.

### *Official Visit.*

4. The Senior Officer of the Fleet or of the ship which has arrived will visit, within twenty-four hours, the Senior Officer of the Army and of the Navy of the place, if they are of the same rank ; the visit will be returned within twenty-four hours.

5. In case of officers of different rank the junior will pay the first call.

6. The officers of superior ranks will pay visits in the following manner :—

7. A general officer will visit post captains and officers senior to post captains.

8. To officers in command of ships whose rank is below that of post captain, a colonel will be sent to return the visit.

9. Colonels and officers of lower ranks will personally pay a return visit to every Commanding Officer of a ship, whatever his rank may be.

10. District captains-general will personally return visits to the Commander-in-Chief of a foreign fleet, of their own rank or higher, which anchors at the port where he usually resides.

In other cases, the rules contained in the Instructions approved by Royal Decree of 7th July, 1911, will be strictly adhered to.

11. The salutes which foreign ships give to the military authorities will be returned, gun for gun, by the shore batteries.

12. The military guards will pay to the Commanding Officers of fleets and ships of foreign nations the same honours as are laid down for those of equal rank in Spain on their official visits.

13. Visits to foreign ships will be made in undress uniform (media gala).

14. The scale of gun salutes is as follows :—

	<i>In Command.</i>	<i>Not in Command.</i>
Capitan-General de la Armada ... ..	19	—
Almirante ... ..	17	15
Vice-Almirante ... ..	15	13
Contra-Almirante ... ..	13	11
Capitan de navio in command of a division ...	11	9

### 36.—Swedish Ports—Visits of Foreign War Vessels and Aircraft

(M. 852/26.—4.1.1929.)

#### I.

The following is a translation of Swedish Royal Decree No. 467, dated 21st November, 1925:—

(Attention is drawn to the fact that H.M. Government do not recognise any right to make regulations for waters outside the general three-mile limit of territorial waters except in accordance with a specific international agreement.)

*Translation.*

No. 467.

#### ROYAL DECREE

relating to the Access of Foreign War Vessels and Service Aircraft to Swedish Territory in time of Peace.

Given at the Palace, Stockholm, 21st November, 1925.

His Majesty has been pleased to decree as follows:—

#### SECTION I.

##### *Introductory Regulations.*

##### Article 1.

The provisions of this Decree regarding the access of foreign war vessels and service aircraft to Swedish territory are applicable at a time when both Sweden and the foreign Power to which the vessel or aircraft belongs are in a state of peace.

Under other conditions special regulations on the subject will be applicable.

##### Article 2.

The term Swedish territory in this Decree shall be understood to include all Swedish land and water and the air area above it.

##### Article 3.

1. The waters referred to in Article 2 consist of inner and outer territorial waters.

2. Swedish inner territorial waters in this Decree shall be understood to include—

- (a) Swedish lakes, waterways and canals;
- (b) Swedish harbours, harbour approaches and inlets; and
- (c) those parts of Swedish territorial waters which are situated within and between Swedish islands, islets, and rocks which are not permanently washed by the sea.

In The Sound only Swedish harbours and harbour entrances are to be regarded as Swedish internal territorial waters.

##### Article 4.

1. The Swedish naval ports are Stockholm, Karlskrona and Gothenburg.

2. The naval port of Stockholm is bounded on the east by a line—

	<i>Lat.</i>	<i>Long.</i>
from the point on the mainland north-east of Gregersboda ... ..	59° 34'8 N.	18° 40'3 E.
through the north-east point of Ostra Lagnö ... ..	59° 33'2 N.	18° 50'0 E.
Runö lighthouse on the east point of Runö ... ..	59° 17'9 N.	18° 43'1 E.
and Kofoten lighthouse ... ..	59° 13'5 N.	18° 37'3 E.
to the east point of Elgö ... ..	59° 16'0 N.	18° 22'2 E.
and on the west by the meridian ... ..	17° 58'0 East.	



That section of the naval port of Stockholm which is situated west of a line from the south-east point of Väderö (Bogesundlandet) to the north point of Ormingelandet (south-east of Furuholmen) and a line passing through Stäkesund at the north point of Skogsö is the inner part of the naval port, and that section which is situated east of the said lines is its outer part.

3. The naval port of Karlskrona is bounded seawards by a line—

	<i>Lat.</i>	<i>Long.</i>
from Torhamn point ... ..	56° 4'4 N.	15° 51'0 E.
through Utlängan lighthouse ... ..	56° 0'8 N.	15° 47'5 E.
and Hasselö. flötör ... ..	56° 5'3 N.	15° 24'9 E.
to Lindö point ... ..	56° 7'1 N.	15° 21'2 E.

4. The naval port of Gothenburg is bounded on the west by a line—

	<i>Lat.</i>	<i>Long.</i>
from the south-west point on the main- land within Klockskär ... ..	57° 36'7 N.	11° 53'2 E.
through the west point of Styrsö, south of Langholmen ... ..	57° 36'3 N.	11° 45'1 E.
to the south-west point of Hisingen east of Stora Varholm ... ..	57° 42'0 N.	11° 43'3 E.

and on the east by a line from Ryanäs (0.6 kilometres east of Ryanabbe) across the River Göta to Röda sten.

#### Article 5.

As closed waters are to be regarded those parts of Swedish inner territorial waters which, though not belonging to the area of a naval port, are situated—

- in the “Skärgård” (Coastal Archipelago) of Norrbotten, west of 23° 50' E. Long. and north of 65° 2' N. Lat.;
- in the “Skärgårds” of Västerbotten and Angermanland, between 63° 53' N. Lat. and 62° 32' N. Lat.;
- in the “Skärgårds” of Öregund, Stockholm, Södermanland and Östergötland between 60° 31' N. Lat. and 58° 9' N. Lat.;
- on the coasts of Gothland;
- in Kalmar Sound, between 57° 12' N. Lat., and 56° 21' N. Lat.;
- in the “Skärgård” of Blekinge between 15° 51' E. Long., and 14° 51' E. Long., and
- in the “Skärgårds” of Halland, Göteborg and Bohus, between 57° 15' N. Lat., and 58° 25' N. Lat.

### SECTION II.

#### *Regulations regarding War Vessels.*

#### Article 6.

1. A foreign war vessel has access to—

- A Swedish naval port and closed waters only after permission has been obtained through diplomatic channels, unless for special reasons other arrangements are made;
- a Swedish port or roadstead which is not to be regarded as a naval port, and which is not situated within closed waters, only after notification through diplomatic channels, which notice should arrive if possible at least eight days before the intended visit; and
- other Swedish territorial waters without notice.

2. Permission or notice in accordance with paragraph 1 is, however, not required for warships—

- having on board the Sovereign of a foreign State or his official representative;
- escorting a vessel referred to in (a) of this clause, but with the restriction in regard to numbers made in Article 7;
- exclusively intended for the supervision of fishery or for scientific works; or
- in distress.

## Article 7.

Unless special permission has been obtained through diplomatic channels, not more than three war vessels belonging to the same Power may simultaneously lie in Swedish inner territorial waters within each of the three following coastal areas, to wit :—

the frontier on the River Torne—60° 31' N. Lat. ; 60° 31' N. Lat.—Falsterbo; and Falsterbo—the frontier at Svinesund.

## Article 8.

1. When a foreign war vessel passes through Swedish inner territorial waters, the officer in command may not follow any route other than that laid down in the Official Sailing Directions and, unless otherwise prescribed, he shall be required to employ the services of a duly licensed Swedish pilot.

2. A foreign submarine, when in Swedish territorial waters, may lie only in the surface position.

## Article 9.

On the visit of a foreign war vessel to a Swedish port, the officer in command of the vessel in selecting an anchorage or mooring, etc., must observe the instructions issued, in the case of the interior section of the naval port of Stockholm: by the C.-in-C. of Stockholm Naval Station;

in the outer section of the aforesaid naval port: by the Commandant of the fortress of Vaxholm;

in the naval port of Karlskrona: by the Admiral in command at Karlskrona;

in the naval port of Gothenburg; by the Commandant of the fortress of Alvsborg; and

in a port other than a naval port: by the proper port authority.

## Article 10.

If the competent military authorities referred to in paragraph 9 consider it desirable, the authorities, in consultation with the Commanding Officer of a foreign war vessel, may make further arrangements in regard to the number of personnel, who for the purpose of shore leave or otherwise, may be landed within the area of the naval port, and with regard to the time and place for the landing and embarking of the men on leave.

## SECTION III.

*Regulations regarding Service Aircraft.*

1. Foreign service aircraft have access to Swedish territory only after permission has been obtained through diplomatic channels.

2. Such permission shall not be required, however, for service aircraft—

(a) having on board a foreign Sovereign or his official representative;

(b) forming an escort for the craft referred to in (a) of this clause, provided that the number of escorting aircraft does not exceed two;

(c) carried on board a war vessel, but subject to the condition that the aircraft shall remain on board the war vessel during its visit in Swedish territory, or

(d) in distress.

## Article 12.

The provisions of the regulations in force with regard to air navigation shall be applicable in corresponding parts also with respect to foreign service aircraft, but mounted guns without ammunition and mounted photographic apparatus without plates and films may be carried on such aircraft.

## Article 13.

When foreign service aircraft visit a Swedish service aerodrome, the officer in Command of the aircraft shall observe the instructions issued by the officer in charge of the aerodrome with regard to selection of position, anchorage, mooring, etc.

## SECTION IV.

*General Regulations.*

## Article 14.

In applying for permission under Articles 6 or 11, particulars shall be given regarding the number of war vessels or service aircraft which are intended to take part in the visit, the type of vessel or craft and other particulars necessary for their identification, the intended route through Swedish territory, the place or places to be visited, the approximate date and duration of the visit, and as regards war vessels on board which aircraft are carried, the number and type of the latter, and in the case of aircraft provided with wireless telegraphy, the call sign of the aircraft for wireless signalling.

When such permission has been obtained, the time of arrival should be notified.

## Article 15.

Without special permission, obtained through diplomatic channels, the visit of a war vessel or service aircraft may not be extended beyond a fortnight.

## Article 16.

The Commanding Officer of a foreign war vessel or service aircraft is obliged, when within Swedish territory, to comply with the instructions issued by the health, pilotage, customs, traffic, port and police authorities.

## Article 17.

1. Maps may not be made from foreign war vessels or service aircraft within Swedish territory, nor by their personnel, nor may nautical surveys be made nor soundings taken, with the exception of soundings which may be necessary for the safety of the vessel. Nor, without special permission, may torpedo or gunnery practice, other firing practices, mining, mine-sweeping or other submarine exercises, or landing exercises be carried out. Armed troops may not be landed except on the occasion of a military funeral, and then only by permission from the competent military authority.

2. In regard to the use in Sweden of wireless apparatus, special regulations have been made. (See below.)

3. Boats belonging to a foreign war vessel or service aircraft may not be armed when within Swedish territorial waters nor, except on such an occasion as is referred to in paragraph 1, may they carry armed troops.

4. Personnel on shore leave from foreign war vessels or service aircraft may not carry arms; but officers and warrant officers may wear their swords.

## Article 18.

1. If Commanding Officers or other personnel belonging to a foreign war vessel or service aircraft fail to observe the regulations made in this Decree, the military authority referred to in Article 9 within the area of naval ports, and in Article 13 within the area of service aerodromes, and in other cases the supreme military or, failing this, civil authority at the place, shall draw the attention of the Commanding Officer to the matter.

Should this not have the necessary effect, the vessel or aircraft, where the King so determines, shall be called upon by the aforesaid military or civil authority to leave Swedish territory forthwith, or at latest after the lapse of six hours, even if the time allowed for the visit has not expired.

2. A foreign war vessel or service aircraft, where the King so determines, may be called upon to leave Swedish territory in the manner stated in paragraph 1, even without such a reason as is referred to in that paragraph.

This Decree comes into force on the 1st January, 1926, from and including which date the Decree of the 20th December, 1912 (No. 401) relating to the Access of Foreign Vessels to, and Piloting in, Swedish Ports and other Swedish Territorial waters shall cease to be in force.

The following extracts have been taken from Royal Decree No. 468 dealing with the reporting of movements of foreign men-of-war on the coast of Sweden, and the piloting of such vessels within Swedish Territorial Waters:—

A licensed pilot must not pilot a foreign warship to a Swedish port or closed waters, unless the latter has received permission.

Exceptions may, however, be made for vessels which enter a Swedish Naval port or closed waters, as already stated.

(*Note.*—This presumably refers to Decree No. 467, Section II, Article 6, paragraph 2.)

A licensed pilot, when taking a foreign warship through Swedish Territorial Waters may use only the recognised channel.

## II.

### Regulations governing the use of W/T in Swedish Waters.

The following is a translation of Royal Decree No. 383, dated 25th July, 1924:—

Given at Särö, 25th July, 1924.

His Majesty, in virtue of paragraph 9 in the Law of 16th May, 1924 (No. 121), relating to the erection and use of electric apparatus for wireless telegraphy and telephony, etc., has thought fit to decree as follows:—

#### *Paragraph 1.*

Radio apparatus on board a foreign vessel which is not stationary in Swedish Territorial Waters is termed in this Decree "radio apparatus on foreign vessels."

#### *Paragraph 2.*

1. Radio apparatus on foreign vessels may be used in Swedish harbour areas solely by special permission of the Telegraph Administration granted after consultation with the Head of the Naval Staff, and subject to the detailed instructions which the Telegraph Administration may issue.

2. Within those parts of Swedish Territorial Waters which lie at a lesser distance than 10 nautical miles (distance minutes) from a Swedish coastal station, radio apparatus on foreign vessels may not be used except in case of distress, or when necessary for correspondence with the nearest coastal station.

3. The Telegraph Administration, after consultation with the Head of the Naval Staff, may issue a prohibition against, or prescribe restrictions in the use, except in case of distress, of wireless apparatus on foreign vessels also in other parts of Swedish Territorial Waters than those referred to in clause 2.

#### *Paragraph 3.*

The Telegraph Administration shall be entitled to issue instructions regarding the dismantling of radio apparatus on a foreign vessel which is found within an area where pursuant to paragraph 2 such apparatus may not be used.

#### *Paragraph 4.*

It is incumbent on the Telegraph Administration, for the information of mariners, to publish in a suitable manner, whether once for all, or for a certain period, or for a certain case, regulations and instructions issued pursuant to paragraph 2, clause 3 and paragraph 3; and the Telegraph Administration shall be entitled to make requests to the Pilotage Board, the Customs Administration, and the Provincial Governments concerned regarding control, by their staff, of the observance of the regulations and instructions thus issued.

#### *Paragraph 5.*

When radio apparatus on foreign vessels is used in Swedish Territorial Waters, except where otherwise prescribed, the provisions of the existing international radio-telegraph convention with appertaining regulations shall be observed in corresponding parts.

*Paragraph 6.*

Infringements of the provisions of this Decree or of regulations or instructions issued by the Telegraph Administration in virtue of this Decree, shall be punishable with a fine of not less than twenty-five kronor and not exceeding one thousand kronor.

*Paragraph 7.*

Offences referred to in paragraph 6 shall be prosecuted by the Public Prosecutor.

Regarding the competent court in suits relating to such offences, the provisions of paragraph 328 of the Maritime Law shall apply in corresponding parts.

Fines imposed in such suits shall go to the Crown. Fines which cannot be paid in full shall be enforced.

*Paragraph 8.*

The provisions of paragraphs 6 and 7 shall not be applicable to war vessels.

This Decree shall come into force on 1st August, 1924.

**37.—Turkey—Visits of Foreign Warships, etc., to Ports.**

(M. 4677/25.—4.1.1929.)

The following regulations\* regarding visits of foreign warships, auxiliary vessels, and aircraft accompanying them, to ports and territorial waters of the Turkish Republic, are promulgated for information and guidance:—

**ARTICLE 1.**

No warship, auxiliary transport, state vessel, aircraft carrier or aircraft accompanying it, may visit the ports and territorial waters of Turkey without having obtained an authorisation from the Government of the Turkish Republic, through diplomatic channels.

Every foreign state which desires to obtain such authorisation will have to inform the Turkish Government through diplomatic channels at least 10 days before the projected visit, of the details and names of the warships and other vessels, and also the name of the Commanding Officers, the strength of the crews, the duration and purpose of the visit.

**ARTICLE 2.**

Foreign submarines may in no case enter the territorial waters of the Turkish Republic.

*Note.*—This regulation does not affect freedom of passage of the Straits in accordance with the Straits Convention.

**ARTICLE 3.**

The Turkish Government reserves the right to fix and limit the number of warships and other vessels belonging to one and the same foreign state which may be allowed to visit the ports and territorial waters, and to limit such visit. In cases where necessity demands the lengthening of the visit, the authorisation of the Turkish Republic will also have to be obtained through diplomatic channels.

(a) Warships and auxiliary vessels having on board foreign sovereigns, presidents of republics, or members of reigning houses, and also

(b) Warships and other auxiliary units which owing to damage, danger or unforeseen circumstances, are obliged to enter a Turkish port,

are exempted from the provisions of Articles 1 and 3.

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\* Translation of French version communicated by Turkish Delegation, Constantinople, to H.M. Ambassador, which was marked "Translation not guaranteed."

## ARTICLE 4.

Foreign warships are obliged to fly their flag as soon as they approach Turkish territorial waters and enter a zone where the signals can be perceived.

## ARTICLE 5.

In all Turkish ports where there is a Naval Commandant or a Port Captain, foreign warships must anchor in the position the above-mentioned authorities in that case indicate to them. Boats, steam and motor boats, and other methods of transport of these ships may not go alongside any part of the port other than that allotted to them.

## ARTICLE 6.

All authorisations to stop in Turkish ports and territorial waters granted previously to foreign warships and other vessels, when the Government considers it necessary, may be withdrawn and the Government concerned informed. In cases where these ships receive such communication, they will be obliged to leave port within six hours, or to anchor in the positions allotted to them.

## ARTICLE 7.

Officers, seamen and other members of the crews of foreign warships lying in ports and territorial waters of the Turkish Republic by virtue of a special authorisation, may not walk in those places where there are fortifications, batteries, or naval establishments or works.

## ARTICLE 8.

Foreign warships lying in Turkish ports and territorial waters by virtue of special authorisation, may not land parties or carry out any kind of gun firing, infantry firing, torpedo firing, or mine-laying, in these ports and territorial waters, or devote themselves to "schools of firing" (*sic*) and exercises with searchlights.

## ARTICLE 9.

It is absolutely forbidden any person belonging to foreign warships to take photographs of the ports and coasts of the Turkish Republic, to draw plans, obtain, reproduce and publish plans, drawings, tracings, photographs or descriptions of fortifications and batteries, as well as of establishments belonging thereto and situated within 10 kms. of them, to carry out soundings and surveys, and, finally, to carry out, without the authorisation of the Government, with the assistance of their boats or in any other way, hydrographic or topographic surveys of any nature whatsoever; to lay out maritime marks, to carry out air flights and reconnaissances of any kind over the territory and coasts and to obtain cartographic views.

## ARTICLE 10.

In cases where air forces accompany the foreign warships authorised to visit the ports and territorial waters of the Turkish Republic, the aircraft may not enter these waters by the air route.

## ARTICLE 11.

Members of the crew of foreign warships may only land in order to go for walks, and then must not be armed.

But, if the C.O. of the ship desires, in cases of funerals, to land firing parties, he must apply to the local authorities to obtain authorisation, and settle, in agreement with them, the number of men who, according to the nature of the ceremony, are to be landed.

Officers may, for official visit, wear their swords which make part of their uniforms.

## ARTICLE 12.

Warships belonging to different foreign states, taking up a hostile attitude against each other, may not stop, search, seize or destroy ships in ports and territorial waters of the Turkish Republic.

## ARTICLE 13.

The Commanding Officers of foreign warships must wholly conform to the laws and regulations in force in the Turkish Republic regarding public health, customs, W/T and the ports.

## ARTICLE 14.

In cases when the Commanding Officers of foreign warships do not conform to the provisions of these regulations, the local authorities—either military or naval—shall first draw their attention to the fact and invite them to respect them.

If this step does not produce the desired results, the Turkish Naval or Military Commandants will invite the ship to leave immediately the ports and territorial waters of the Turkish Republic.

## ARTICLE 15.

The Turkish Government reserves the right, in cases of danger or of declaration of war, to grant or not to grant to foreign warships permission to enter its ports and territorial waters, or to draw up all restrictions it considers convenient, and it may also suppress certain local regulations.

## ARTICLE 16.

The provisions of the Treaty of Lausanne, of 24th July, 1923, relating to the Straits Zone, will be wholly respected.

## THE WAR PORTS.

## ARTICLE 17.

As has been detailed in Article 1 of present regulations, all foreign warships and other units in order to have access to the ports of the Turkish Republic, which the latter has declared or will declare War Ports, and which will have been notified as such to the Foreign Powers, will have to conform to the provisions of that article, but their entry and departure from these ports can be authorised only during the day, between sunrise and sunset.

## ARTICLE 18.

All foreign warships, naval vessels and naval aircraft and balloons which accompany them—excepting the warships and auxiliaries enumerated in paragraphs (a) and (b) of Article 3—which seek to enter Turkish War Ports without having special authorisation, will be prevented.

**172.—Merchant Vessels—Saluting Men-of-War—REPORT**

(M. 2806/28.—18.1.1929.)

There are no written regulations stating that merchant ships shall dip ensign to men-of-war, and this practice must be considered an act of custom and courtesy rather than of rule.

2. It is desired, however, that Flag and Senior Officers shall report to the Admiralty any flagrant or repeated cases of disregard of this practice, particularly by British merchant ships.

3. This Order does not apply to Royal Fleet Auxiliaries, for whom the correct procedure is to hoist their distinguishing pendants when entering a Naval port, joining the fleet, or passing H.M. ships at sea.

**184.—Infectious Diseases—Control**

(M. 1324/28.—18.1.1929.)

With a view to the effective control of infectious diseases in auxiliary vessels of the Royal Navy, the Admiralty have agreed to arrangements whereby officers of Port Sanitary Authorities shall visit and deal with such vessels belonging to the Admiralty, or chartered to the Admiralty, in all respects as if they were ordinary merchant vessels. Officers of Port Sanitary Authorities are to be given the necessary facilities for entry into H.M. dockyards for the purpose of access to such vessels, as well as to privately owned ships, which might be lying in the dockyard.

2. The following ships do not come within the scope of this arrangement, viz. :—  
 (a) H.M. ships in commission.  
 (b) H.M. ships with nucleus crews.  
 (c) H.M. ships laid up with caretakers.  
 (d) Yard craft in dockyards.

3. At present the authorities at the following ports have applied for, and been granted, authority to act under the arrangements outlined above :—

Falmouth and Truro.	Port of London.	Southampton.
Harwich.	Plymouth.	Swansea.
Hull and Goole.	River Tees.	Tyne.
Milford.	Rochester.	Weymouth.

### **\*1517.—Armistice and Gallipoli (Anzac) Days—Ceremony adopted by Commonwealth of Australia**

(M. 1639.—21.6.1929.)

The Commonwealth Naval Board has issued orders that H.M.A. ships are to half mast colours on Armistice Day (11th November) from 1030 to 1103, and on Gallipoli or Anzac Day (25th April) from the time of hoisting until noon.

2. As regards Armistice Day, H.M. ships are to comply with the above procedure only when in Australian waters. Outside the Australian Station the instructions in A.F.O. 6/29 are to be rigidly followed, even in the event of an Australian ship being in company with H.M. ship(s).

3. As regards Gallipoli or Anzac Day, the procedure adopted by H.M. Australian ships is to be employed when in Australian waters, or in company with H.M.A. ship.

(A.F.O. 6/29.)

### **1870.—Issued Confidentially.**

### **1871.—Great Britain and Northern Ireland—Regulations for Visits of Foreign War Vessels and Service Aircraft accompanying them**

(M. 3337/29.—2.8.1929.)

Special permission is not necessary to enable foreign war vessels (including auxiliary vessels and transports) to visit fortified or unfortified ports, harbours, roadsteads, estuaries, or navigable rivers in Great Britain and Northern Ireland (including Channel Islands), but previous notice of such visits should be forwarded through the usual diplomatic channels. Unless there are special circumstances rendering it impracticable, such notice should arrive at least seven days prior to the commencement of the proposed visit. The notice should give the number of vessels paying the visit and the name and class of each. If any of the vessels referred to above carry aircraft, a statement to this effect should be included in the notification of the visit.

2. The above rules do not apply to—

(a) Ships of war and auxiliary vessels on board of which are embarked Sovereigns, Members of a Sovereign's Family, Presidents of Republics, or their suites, or Ambassadors or Envoys to the Court of His Majesty the King.

(b) Ships of war and auxiliary vessels which are obliged by reason of damage sustained, perils of the sea or other unforeseen causes to enter a British port.

(c) Ships of war and auxiliary vessels entitled to enter a British port under the terms of an international agreement which they are engaged in carrying out.



3. Foreign submarines should in no case attempt to submerge in territorial waters or to enter territorial waters in the submerged condition.

4. Shore leave may be given to *unarmed* sailors or soldiers. If it is desired to land large numbers of men or bodies of men in military formation, adequate notice should always be given to the Mayor, Provost or local Police authority, and at naval ports to the Naval Commander-in-Chief in addition, in case special arrangements render it necessary to make any restrictions.

5. Officers landing are permitted to wear their swords.

6. Applications for permission to land *armed* parties should be made through the usual diplomatic channels or at naval ports through the Naval Commander-in-Chief.

7. Torpedo and gunnery practices, mining and searchlight exercises, and exercises with armed boats are prohibited in British territory and territorial waters unless special permission has previously been obtained through the usual diplomatic channels.

8. If the vessels paying the visit are to be accompanied by service aircraft not carried on board the vessels, this fact, together with the number and type of the aircraft, should be stated in the notice of the proposed visit. For flights by such aircraft as may be necessary on their arrival or departure with the vessels they accompany no special permission is required. The conditions stated in (a), (b) and (c) in paragraph 9 below must, however, be observed on such flights.

9. When foreign service aircraft accompanying foreign war vessels wish after arrival to undertake flights for some purpose other than departure with the vessels they accompany, special permission is necessary. Application for such permission should be made to the local Naval Commander-in-Chief, and should state:—

- (1) The purpose of the proposed flight;
- (2) The number and type of aircraft it is desired should undertake the flight;
- (3) The wireless call signs of the aircraft (if fitted with wireless);
- (4) The number of officers and other ranks to be carried;
- (5) The proposed route;
- (6) The names of any aerodromes or ports at which it is desired to land; and
- (7) The proposed date for the flight.

Permission for such flights will only be granted subject to the following conditions (in addition to any special conditions which may be found necessary in particular cases):—

(a) The aircraft must comply with the provisions of Annex D of the International Convention for the Regulation of Aerial Navigation, dated the 13th October 1919, and with the safety regulations in force in Great Britain and Northern Ireland to prevent injury to the public (*see* Appendix).

(b) The aircraft must not land in any "prohibited area" and must not fly over any such area at a lower altitude than 6,000 feet.

(c) No ammunition, bombs, photographic films or plates may be carried.

(d) No dogs may be carried.

10. Any special local regulations must be complied with.

11. At the Nore, Portsmouth, Plymouth, Milford Haven, Portland, Rosyth and Invergordon, the right of assigning anchorage berths to foreign ships of war, and of directing them to shift berth, should the same become necessary, is vested solely in the Commander-in-Chief or King's Harbour Master of the Port.

At all other ports, harbours, roadsteads, estuaries, and navigable rivers, where there is any constituted Harbour Authority, such right is vested in the Harbour Master acting in conjunction with the Senior Naval Officer, if there be any of His Majesty's ships present.

12. Foreign ships of war are under no obligation to take a pilot when approaching ports, harbours, roadsteads, estuaries and navigable rivers of Great Britain and Northern Ireland; but within the zone of the defences of fortified, or limits of unfortified, ports, harbours, roadsteads, estuaries, and navigable rivers they are subject to the regulations of the port, if any.

13. Should a foreign ship of war fail to comply with the regulations of the port the attention of her Commanding Officer will first be called thereto by the Harbour Master or other authority as above specified, and explicit observance of these regulations will be requested.

Should this course fail, the foreign ship of war may at once be requested to leave the harbour.

14. Upon entering any of the ports mentioned in paragraph 11 or any other port or harbour, etc., where one of His Majesty's ships is present, foreign ships of war will be boarded by an Officer sent by the Naval Commander-in-Chief or Senior Naval Officer, who will offer the Commanding Officer the courtesy of the port.

The Officer will acquaint the Commanding Officer with the anchoring berth that has been allotted to his ship and will obtain information as to the object and the proposed duration of the visit, the name of the Commanding Officer, and the information it is usual to obtain upon such occasions.

15. Should the Officer sent to welcome the foreign ship of war arrive on board after she has already anchored or made fast, the prescribed notification and enquiries will nevertheless be made and the confirmation of the anchoring berth taken up or the assignation of another will be carried out.

16. At other ports or places where there is none of His Majesty's ships present, the above duties will be carried out by the Harbour Master or his representative, or, if there is no Harbour Master, by the Customs Officer, if any.

ADMIRALTY,

*December, 1924.*

#### APPENDIX.

SAFETY REGULATIONS FOR AIRCRAFT IN FORCE TO PREVENT INJURY TO THE PUBLIC.  
The effect of these is as follows:—

1. An aircraft shall not fly over any city or town except at such altitude as will enable the aircraft to land outside the city or town should the means of propulsion fail through mechanical breakdown or other cause; provided that this prohibition shall not apply to any area comprised within a circle with a radius of one mile from the centre of a licensed aerodrome or of a Royal Air Force aerodrome or of an aerodrome under the control of the Secretary of State for Air.

2. A person in an aircraft shall not—

(a) carry out any trick flying or exhibition flying over any city or town area or populous district; or

(b) carry out any trick flying or exhibition flying over any regatta, race meeting or meeting for public games or sports except where specially arranged for in writing by the promoters of such regatta or meeting; or

(c) carry out any flying which by reason of low altitude or proximity to persons or dwellings or for any other reason is the cause of unnecessary danger to any person or property on land or water.

3. A person shall not drop or cause or permit to be dropped from an aircraft in flight any article except ballast in the form of fine sand or water.

#### LIST OF SALUTING STATIONS IN GREAT BRITAIN AND NORTHERN IRELAND.

Dover.

Plymouth.

Leith.

Portsmouth.

Pembroke.

Sheerness.

NOTE.—Foreign warships entering the Firth of Forth and intending to anchor in Leith Roads should fire their salute off Inchkeith. This salute is returned by Edinburgh Castle.

1997.—*Issued Confidentially.*

### 2337.—Kiel Canal—Passage of H.M. Ships

(M./C. (II) 3735/29.—20.9.1929.)

#### I.—SALUTES.

A salute to the German national flag is to be fired by H.M. ships passing through the Kiel Canal.

Saluting batteries for the canal are situated at Cuxhaven and Friedrichsort.

A salute is only to be fired at one end of the canal, preferably prior to entering.

#### II.—AGENTS.

In view of difficulties which have been experienced in connection with the payment of dues in respect of H.M. ships passing through the Kiel Canal, Commanding Officers are authorised to employ local agents to arrange payment of dues, etc.

Messrs. Sartori & Berger and Messrs. Zerksen & Co. have been employed as agents on various occasions by Commanding Officers of H.M. ships, and the services of these firms may be utilised when required. It is desirable that the firms should be employed in rotation so far as this may be possible.

In order to avoid loss of time, H.M. ships should be prepared to give draught (fore and aft) and net register tonnage to the agents immediately on arrival at either end of the canal, and it may then be arranged for the total charges to be presented in one account at the other end.

The agents should be directed to present with the account (made out in duplicate and signed) a statement (in duplicate) from a bank as to the current rate of exchange.

### 2767.—Greece—Regulations for use of W/T

(M. 4573/29.—1.11.1929.)

The following are the regulations for the use of W/T, particularly for foreign warships anchored in the ports or roadsteads of Phalerum-Piræus, Corfu, Suda (Crete), Salonika, Dedeagatch and Chios.

(a) Hours during which working is permitted :—

From 0000 to 0200 Greenwich time.

0500 to 0545    "    "

1445 to 1545    "    "

(b) Wave length permitted :—

(i) Below 200 metres.

(ii) 600 metres—exclusively for calling.

(iii) 2,400—3,000 metres.

(A.F.O. 16/29.)

### 2925.—France and French Dependencies—Regulations for Admission of Foreign Warships to Ports

(M. 4384/29.—15.11.1929.)

REGULATIONS REGARDING VISITS OF FOREIGN WAR VESSELS  
IN TIME OF PEACE TO ANCHORAGES AND PORTS OF FRANCE  
AND OF FRENCH PROTECTORATES AND MANDATED  
TERRITORIES.

(Decree of 29.9.29.)

#### ARTICLE 1. -

Subject to compliance with the provisions of the present Decree, war vessels of foreign powers at peace with France are given standing permission to anchor in the ports included in the Naval sectors mentioned below, and also in territorial waters within six miles of low water mark.

(Note.—*H.M. Government does not admit the claim to territorial jurisdiction outside the usual 3-mile limit.*)

*(a) Coast of France:—*

Channel Sector from the Belgian Frontier to Brest.

Atlantic Sector from Brest to the Spanish Frontier (including islands).

Mediterranean Sector from the Spanish Frontier to the Italian Frontier, including islands and Corsica.

*(b) North African Sector:—*

Algeria, Tunisia and Morocco, both on the Mediterranean and the Atlantic, but excluding Tangier and the Spanish zone.

*(c) Levant Sector:—*

The mandated territories of Syria and Lebanon.

In any one sector the number of foreign war vessels flying the same flag shall not exceed three at any one time without special authorisation.

## ARTICLE 2.

For the purposes of the present Decree the term "war vessels" includes all vessels, including auxiliaries, whose names appear in the official list of war vessels of a Power whose Government is recognised by the French Government.

## ARTICLE 3.

Every visit of a foreign war vessel to waters or ports included in the Naval sectors mentioned in Article 1 must be notified through diplomatic channels to the Minister of Foreign Affairs at Paris, at least seven days before the arrival of the visiting vessel, unless special circumstances prevent this.

The notice must state whether the visiting vessel carries aircraft.

## ARTICLE 4.

Submarines may only enter territorial waters on the surface and are forbidden to dive therein.

## ARTICLE 5.

The provisions of the present Decree only apply to Military and Naval aircraft when they are carried or towed by a war vessel. Such aircraft must not leave territorial waters by air without having obtained the permission of the competent Naval Authority.

## ARTICLE 6.

Foreign war vessels flying the same flag may not remain more than fifteen days in one of the sectors mentioned in Article 1, without special permission from the French Government.

They will be required to put to sea within six hours if so requested by the competent Naval, Military or Civil Authority.

## ARTICLE 7.

The provisions of Articles 1 and 6 are not applicable to the following foreign war vessels:—

- (a) Vessels having on board Heads of States, members of reigning dynasties or their suites, or Diplomatic Agents accredited to the French Government.
- (b) Vessels compelled to put into port by reason of damage sustained, heavy weather, or other similar special circumstances.
- (c) Fishery protection vessels working in conformity with the international conventions relative to fishing.

## ARTICLE 8.

In the Naval ports which are the headquarters of the maritime districts or arrondissements, the right of assigning anchorage berths to foreign men-of-war or of directing them to shift berth is vested solely in the Prefet Maritime or the senior Naval Officer (Commandant de la Marine).

In other ports this right is vested in the Captain of the Port or the Port Officer discharging his duties. If there is no Captain of the Port or Port Officer, the duty devolves on the senior Commanding Officer of the French war vessels present in the roadstead or port.

In waters or ports where there is neither a Captain of the Port nor a Port Officer, and where no French war vessel is present, the representative of the senior Army Officer or, failing him, the official nominated by the highest local authority will board the foreign war vessel on arrival and indicate the anchoring berth allocated.

#### ARTICLE 9.

Immediately on arrival of a foreign war vessel in a port which is the headquarters of a maritime district, the Prefet Maritime will send an officer to call on the Commanding Officer, and ascertain his name, the object of the visit and any other relevant information.

In Naval ports and commercial ports where a Senior Naval Officer is stationed, this call will be paid by an officer under his orders.

In commercial ports where there is no Naval Officer, the call will be paid by the "Administrateur de l'Inscription Maritime" or his deputy.

#### ARTICLE 10.

Within the territorial waters and ports of the various sectors mentioned in Article 1, foreign war vessels are forbidden to take bearings of the land or soundings\*, or to carry out, without special permission, any military exercises (landings, firing exercises, torpedo practices, minelaying, etc.).

They are required to respect the fiscal laws and to conform to regulations regarding sanitation and to the port regulations to which French war vessels are also subject, and with regard to which the authority mentioned in Article 8 will supply information.

Men belonging to ships' companies and troops must be unarmed when landed. Officers and Petty Officers may carry the side arms which form part of their uniform.

The number of liberty men to be landed and the hours of landing and return on board will be fixed by agreement between the Commanding Officer of the vessel and the local Civil Authority and the officer mentioned in Article 8.

If funeral honours have to be rendered on shore by an armed party, the Commanding Officer must obtain permission from the Commandant d'Armes.

Boats from the war vessel moving in the port may not be armed.

#### ARTICLE 11.

No foreign war vessel admitted into the ports or territorial waters of the sectors detailed in Article 1 shall carry out a sentence of death therein.

#### ARTICLE 12.

In case of war between foreign Powers in which France remains neutral, the regulations for entry and stay of belligerent war vessels are contained in the Decrees of 18th and 26th October, 1912, but the provisions of Articles 3 and 10 of the present Decree with regard to previous notification or permission are applicable.

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\* In the case of a similar prohibition in a previous Decree it was ascertained by inquiry at the French Ministry of Marine that this prohibition only referred to action amounting to the making of surveys or examination by soundings. Operations necessary for safe navigation are not prohibited.

## ARTICLE 13.

Should a foreign man-of-war fail to comply with the provisions of this Decree, the local Naval or Military Authority shall first call the attention of the Commanding Officer to the infraction and request that the regulations may be observed. If this action is ineffective the said authority may then request the vessel to leave in accordance with Article 6, paragraph 2.

## ARTICLE 14.

The present Decree cancels the Decree of 31st May, 1913, containing the peace time regulations for the visit of foreign men-of-war to French ports and anchorages.

(A.F.O. 2092/30.)

**3046.—Issued Confidentially.****3215.—Egypt—Passports and Visas**

(M. 5033/29.—20.12.1929.)

An arrangement is in force whereby military and Air Force personnel serving in Egypt have their passports endorsed "stationed in Egypt" or "on duty in Egypt," according to whether they are posted to or serving temporarily in that country. In such circumstances a visa is unnecessary.

2. This arrangement is also applicable to the personnel of the Royal Navy. It follows, therefore, that passports and visas are necessary for personnel visiting Egypt, but in the case of officers and men sent to Egypt on duty, or to join H.M. ship in Egyptian waters, it will only be necessary for passports to be endorsed "on duty in Egypt," followed by the number and date of the authority, for proceeding to Egypt. This endorsement must be signed by an officer of Commander's rank or above.

# 1930

**75.—Netherlands—Scale of Gun Salutes in East and West Indies**

(M.—10.1.1930.)

The Netherlands Government has authorised the following scale of gun salutes, viz.:—

*Dutch East Indies.*

- |  |        |          |
|--|--------|----------|
| (a) The Governor-General                   | ... .. | 21 guns. |
| (b) Governor, Chief of District Government | ... .. | 13 guns. |
| (c) Resident, Chief of District Government | ... .. | 11 guns. |

*Surinam and Curacao.*

- |                   |        |                      |
|-------------------|--------|----------------------|
| (d) The Governors | ... .. | 15 guns<br>for each. |
|-------------------|--------|----------------------|

**127.—Protector Paravanes—Use in Black Sea**

(M.—17.1.1930.)

In the Black Sea—inside depths of 150 fathoms—vessels are to continue to use their paravanes, where such use is practicable, until further orders, and irrespective of Admiralty Notice to Mariners, No. 5, of each year, regarding moored mines.

## 256.—Portugal—Regulations for Foreign Naval and Air Forces in Portuguese Territorial Waters

(M. 148/30.—31.1.1930.)

The following regulations for foreign Naval and Air Forces while in Portuguese territorial waters have been issued by the Portuguese Government as Decree No. 17681, under date 29th November, 1929.

These regulations are also applicable to Portuguese colonial waters.

### ARTICLE 1.

Entry into Portuguese ports is free to foreign warships; the entry should, however, be preceded by a formal notification through the diplomatic channel at least five days in advance.

In this notification the following particulars should be mentioned:—

- (a) The number of ships;
- (b) The name and class of each;
- (c) Whether they carry aircraft or are accompanied by them;
- (d) The probable dates of arrival and departure.

The following are exempt from this regulation:—

I. Ships having on board Heads of States, Member of Foreign Royal Families or their staffs, and Ambassadors or Ministers Plenipotentiary accredited to Portugal.

II. Ships escorting the persons mentioned in the previous number.

III. Ships which arrive damaged through circumstances of *force majeure*.

IV. Ships which may be compelled or which have the right to enter Portuguese ports in accordance with international agreements to which Portugal has acceded.

### ARTICLE 2.

Foreign submarines are not permitted to enter Portuguese territorial waters submerged, or to dive in the said waters.

### ARTICLE 3.

Officers of foreign warships are permitted to wear their swords when landing.

### ARTICLE 4.

Petty officers and men and others of equivalent rank belonging to foreign warships may land freely, unarmed, in Portuguese ports when on leave. The number of men on leave as well as the times of their embarking and disembarking, must be regulated in agreement with the civil authorities, through the intermediary of the naval or maritime authorities of the place.

### ARTICLE 5.

When it is desired to disembark an unarmed contingent from foreign warships, it is indispensable that previous notification should be made to the Commander of the Portuguese naval forces in the port, or in his absence, to the maritime authorities of the place, so that it may be possible to make the necessary arrangements between the Portuguese authorities and the Commander of the foreign warships in connection with the proposed disembarkation. In the absence of any maritime authorities, notification should be made to the military authorities or, in their absence, the civil.

### ARTICLE 6.

When it is desired to disembark armed forces, permission should be formally applied for through the diplomatic channel. When, however, it is a question of disembarking detachments to render funeral honours to any individual belonging to the crews of foreign warships, permission may be requested in Lisbon from the Chief of the Naval Staff, and in other ports from the Commander of the Portuguese naval forces in the port or, in his absence, the military or civil authorities of the place.

## ARTICLE 7.

It is prohibited to carry out artillery practice or exercises in torpedo firing, the laying of mines, searchlights, disembarkation, armed boats or any other exercises of a military character in Portuguese territorial waters, except when permission to do so has previously been obtained through the diplomatic channel.

## ARTICLE 8.

It is prohibited to make topographical plans or soundings, excepting those which may be necessary for navigation purposes.

## ARTICLE 9.

No submarine work may be carried out unless previous notification of it is given to the Commander of the Portuguese naval forces or, in his absence, to the local maritime authorities.

## ARTICLE 10.

Boats belonging to foreign warships may only remain in or navigate Portuguese ports and territorial waters unarmed.

## ARTICLE 11.

Foreign naval forces visiting Portuguese ports must submit to all the local regulations and sanitary measures in force.

## ARTICLE 12.

The maritime authorities have the right of determining or altering the mooring-places destined for foreign warships, as also that of directing them to these localities.

## ARTICLE 13.

In the event of any foreign warship in Portuguese ports or territorial waters failing to carry out the terms of these regulations, the Commander of it shall be informed of the fact. If, after this notification, the ship still fails to carry out the regulations, the naval maritime authority, or whoever is acting in his place, shall present a formal protest to the Commander of the ship and, for all necessary purposes, communicate the fact immediately and by the quickest channel to the highest authority concerned.

## ARTICLE 14.

In no foreign warship in Portuguese territorial waters may the penalty of death be carried out.

## ARTICLE 15.

Foreign warships may only make use of their wireless installations in Portuguese continental waters and ports, or in those of the adjacent islands, when they have obtained authorisation to do so from the Naval Chief of Staff, through the intermediary of the naval authorities, when there are any, or through the maritime authorities of the place; and, in the waters and ports of the Colonies, when they have obtained authorisation from the respective head of the marine services, through the intermediary of the local maritime authority, who shall consult with the Commander of the naval forces, should there be any.

Requests for permission must be accompanied by an indication of the length of wave and times of transmission which it is proposed to make use of.

Authorisation can only be given:—

I. When the apparatus employed transmits with a continuous pure wave. (*Empregando aparelhos que transmitam com onda continua pura.*)

II. When the length of wave employed will not interfere with those of the national stations.

III. When the times of transmission do not affect the national service.



IV. When an undertaking has been given not to transmit by spark or on a wave-length of 600 metres, except in cases of requests for assistance. (Obrigando-se a não transmitir em faísca e em 600 metros a não ser a pedir socorro.)

V. If transmission is suspended directly the order to do so is given by the naval or maritime authority.

VI. When prolonged transmissions are not made.

#### ARTICLE 16.

Air forces accompanying foreign warships, or which are carried by them, may carry out flights necessary for entering or leaving ports, without special permission, so long as they observe the following regulations:—

I. Fulfil the various rules of the International Convention for regulating Air Navigation, dated 13th October, 1909 (? 1919), and the regulations relating to the subject in force in Portugal, it being particularly forbidden to perform aerobatics over inhabited places without special authorisation from the local authorities.

Flights may not be made at an altitude of less than 1,000 metres, and in no case should they take place at lower altitudes than are necessary to enable the aircraft to land outside inhabited zones in the event of engine failure, exception being made of the measures relating to air navigation in Portugal contained in Decree No. 17499 of 15th October, 1929, which are maintained.

II. Not to fly nor land in prohibited zones.

III. Not to carry munitions of war, or photographic or cinematographic apparatus or appliances.

Paragraph 1. Any other flights which air forces may desire to make, apart from those mentioned above, shall only be permitted after authorisation has been obtained from the Portuguese Government, through the diplomatic channel.

The petition must mention:—

- (a) The purpose of the flight;
- (b) The number and type of machines in which it is desired to make the flight;
- (c) The special radio-telegraphic call signals, in the event of the various units of the air force setting up their own apparatus, the type and length of wave and the range;
- (d) The number of officers and other personnel carried;
- (e) The route which they intend to follow;
- (f) The names of the aerodromes or ports where they wish to descend;
- (g) The date chosen for the flight.

Paragraph 2. Flights effected in these circumstances must observe the conditions laid down in Nos. I, II and III of this Article.

#### ARTICLE 17.

Independent air forces are subject to all of the regulations applicable to those accompanying naval forces.

#### ARTICLE 18.

The present regulations are applicable only in time of peace.

#### ARTICLE 19.

When a state of war exists between other Powers, these regulations are applicable only to warships of non-belligerent countries.

#### ARTICLE 20.

The expression "warship" employed in these regulations is applicable to all ships incorporated temporarily or permanently in the navies (forças) of any country.

### 444.—Caution with regard to Single Merchant Ships approaching Naval Squadrons

(N.L. 253/30.—14.2.1930.)

A caution is issued annually in "Notices to Mariners" which calls the attention of shipowners and mariners to the danger to all concerned, by single vessels approaching a squadron of warships so closely as to involve risk of collision, or attempting to pass ahead of, or through, such a squadron; and mariners are warned in such Notice that it would be in the interest of safety for single vessels to adopt early measures to avoid approaching a squadron so as to involve risk of collision, and to keep out of its way. Officers concerned must bear in mind that the Notice to Mariners in question has only a limited circulation; also that it gives advice to mariners, but is in no sense an International Regulation. In no case is it to be assumed that single vessels will adopt such measures. Officers concerned should, therefore, keep a careful watch on single vessels, and should be ready, in case they do not give early indication of their intention to avoid the squadron, to take such action in accordance with the Collision Regulations and good seamanship as may be required to avoid risk of collision.

2. The Admiralty Notice to Mariners issued annually on this subject has been revised, and is now in the following terms:—

ADMIRALTY NOTICE TO MARINERS, No. 7/1930.

Published 1st January, 1930.

Caution with regard to single ships approaching Squadrons.

*Former Notice.*—No. 7 of 1929.

1. The attention of shipowners and mariners is called to the danger to all concerned, which is caused by single vessels approaching a squadron of warships so closely as to involve risk of collision, or attempting to pass ahead of or through such a squadron.

2. Mariners are warned that it would be in the interests of safety for single vessels to adopt early measures to avoid approaching a squadron so as to involve risk of collision, and to keep out of its way.

3. In circumstances where a single vessel has not taken early measures to keep out of the way of a squadron, the "Regulations for Preventing Collisions at Sea" must be the guide.

*Note.*—This Notice is a repetition of the former Notice quoted above. (Notice No. 7 of 1929.)

*Authority.*—The Lords Commissioners of the Admiralty (H.7436/29).

### 915.—Danzig—Visits of H.M. Ships

(M. 735/30.—4.4.1930.)

#### I.

A visit paid to Danzig by H.M. ships is a visit to the Free City as a Sovereign State, and nothing need or should be done to make it appear that it is also a visit to Poland.

2. Except for the special privileges shown in paragraphs 3 and 5 below, the Polish representative may be treated as any other foreign diplomatic representative. Visiting ships should offer him all possible courtesies; and functions, official and unofficial, to which he is invited are left to the discretion of the Senior Naval Officer, who should, however, be guided by the advice of H.M. Consul.

3. The Regulations issued by the High Commissioner of the League of Nations at Danzig prescribe the following scale of gun salutes, viz.:—

The Senate ... .. 21 guns.

High Commissioner of the League of Nations... .. 19 guns.

The Polish Diplomatic Representative ... .. 17 guns.

and His Majesty's Government has agreed to observe this scale in practice, while reserving the right to issue other instructions to H.M. ships should it be considered at any time advisable to do so.

No deviation should be made from the scale laid down above without express Admiralty permission.

4. It would be contrary to the legal position for the President of the Senate to be given a salute as the Constitution of Danzig does not attribute

to any individual the status of "Chief of State." The salute is therefore given to the Senate, and for such purposes the President and one Senator together may represent the entire body.

5. Visits should be paid to local officials in the following order, viz. :—

President of the Senate,  
High Commissioner of the League of Nations,  
Polish Representative,  
President of the Harbour Board.

Alternatively in the case of the last official cards may be sent formally.

6. The exchange of visits with Polish and other warships in port will be made in accordance with the custom of the Service, as laid down in Article 96 of King's Regulations and Admiralty Instructions.

7. The President of the Senate and other persons who have assisted the visit, including as a rule the Polish representative, should be thanked by the Senior Naval Officer and H.M. Consul if such action is considered desirable, and there would be no objection to a reference to the Senate being included in such expression of thanks made to the President.

## II.

### UNIFORM REGULATIONS.

8. The following extracts are taken from police regulations issued by the Senate of the Free City of Danzig concerning the wearing of foreign military and official civil uniforms. The Regulation came into force on 1st September, 1922 :—

#### *Paragraph 1.*

The wearing of military uniform and foreign official civil uniforms in the territory of the Free City is forbidden.

#### *Paragraph 2.*

The following are not subject to the prohibition in paragraph 1 :—

- (a) Officials enjoying extraterritoriality and Consular Officers of foreign countries in office in Danzig.
- (c) Members of Military Transports which have been duly notified.
- (d) Personnel of warships visiting Danzig with the consent of the Senate.

### PROVISIONS.

9. The Senate of the Free City of Danzig has decided that no foreign (other than Polish) vessels may be provisioned in Danzig without an export permit.

This permit will only be given to firms sanctioned by the Senate as shown in the following list. Vessels requiring provisions should therefore deal with these firms.

- (1) Stegmann & Laatz, Neufahrwasser, Weichselstrasse 1.
- (2) Georg Peters, Neufahrwasser, Olivaerstrasse 36.
- (3) Martha Gaffke, Neufahrwasser, Olivaerstrasse 81.
- (4) Shipchandlery Ltd., Neufahrwasser.
- (5) Hans Biber, Neufahrwasser, Olivaerstrasse 48/49.
- (6) Falliner & Co., Danzig, Melzergasse 7/8.
- (7) Jakob Holzrichter, Danzig, Fischmarkt 23.
- (8) Georg Rutkoeski, Danzig, Fischmarkt 9/10.
- (9) Ernst Heinrich Fast, Danzig, Hopfengasse 79.
- (10) Alfred Post, Langfuhr, Conradiwch 2.
- (11) Behrmann & Weiner, Neufahrwasser, Fischerstrasse 9
- (12) Gorris & Rosin, Neufahrwasser, Weichselstrasse 18.
- (13) Baltic Ship Supplies, Neufahrwasser, Bliesenstrasse 1.
- (14) Franz Roesler, Neufahrwasser, Olivaerstrasse 36.
- (15) Alex. Schalke, Danzig, Fischmarkt 45.
- (16) Johannes Blech, Danzig, Altst. Graben 42.
- (17) A. u F. Marquardt, Neufahrwasser, Schulstrasse 6A.
- (18) E. u A. Peters, Neufahrwasser, Olivaerstrasse 33.
- (19) Adolf Schmidt, Neufahrwasser, Olivaerstrasse 60/61.
- (20) Transatlantckie towarzystwo Handlowe, Danzig, Breitgasse 14.

### EXERCISES.

10. H.M. ships visiting the Baltic should not carry out Gunnery or Torpedo Practices in Danzig Bay.

**1123.—Movements of H.M. Ships on Yangtze—REPORTS**

(M.—25.4.1930.)

Reports of movements of H.M. ships on the Yangtze are for the present to be made in accordance with the instructions contained in China Station Intelligence Orders, paragraph 46.

2. Paragraph 7 of A.F.O. 733/31 and clause 7 of Chapter VI of C.B. 3000 (31) are to be regarded as in abeyance so far as the River Yangtze is concerned.

(A.F.O. 733/31.)

**1266.—The London Naval Treaty, 1930**

(M.—7.5.1930.)

Under the provisions of Article 24 (2) of the London Naval Treaty, 1930, the latter came partly into force on 31st December, 1930, *i.e.*, in respect of the United States of America, the Members of the British Commonwealth of Nations, and Japan.

The operative provisions of the above Treaty and a part of the preamble are printed below.

THE President of the United States of America, the President of the French Republic, His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, His Majesty the King of Italy, and His Majesty the Emperor of Japan,

Desiring to prevent the dangers and reduce the burdens inherent in competitive armaments, and

Desiring to carry forward the work begun by the Washington Naval Conference and to facilitate the progressive realization of general limitation and reduction of armaments,

Have resolved to conclude a Treaty for the limitation and reduction of naval armament.

\* \* \* \* \*

**PART I.****ARTICLE 1.**

THE High Contracting Parties agree not to exercise their rights to lay down the keels of capital ship replacement tonnage during the years 1931–1936 inclusive, as provided in Chapter II, Part 3 of the Treaty for the Limitation of Naval Armament signed between them at Washington on the 6th February, 1922, and referred to in the present Treaty as the Washington Treaty.

This provision is without prejudice to the disposition relating to the replacement of ships accidentally lost or destroyed contained in Chapter II, Part 3, Section I, paragraph (c) of the said Treaty.

France and Italy may, however, build the replacement tonnage which they were entitled to lay down in 1927 and 1929 in accordance with the provisions of the said Treaty.

**ARTICLE 2.**

1. The United States, the United Kingdom of Great Britain and Northern Ireland and Japan shall dispose of the following capital ships as provided in this Article :

*United States :*

“ Florida.”

“ Utah.”

“ Arkansas ” or “ Wyoming.”

*United Kingdom :*

“ Benbow.”

“ Iron Duke.”

“ Marlborough.”

“ Emperor of India.”

“ Tiger.”

*Japan :*

“ Hiyei.”

(a) Subject to the provisions of sub-paragraph (b), the above ships, unless converted to target use exclusively in accordance with Chapter II, Part, 2, paragraph II (c) of the Washington Treaty, shall be scrapped in the following manner :

One of the ships to be scrapped by the United States, and two of those to be scrapped by the United Kingdom shall be rendered unfit for warlike service, in accordance with Chapter II, Part 2, paragraph III (b) of the Washington Treaty, within twelve months from the coming into force of the present Treaty. These ships shall be finally scrapped, in accordance with paragraph II (a) or (b) of the said Part 2, within twenty-four months from the said coming into force. In the case of the second of the ships to be scrapped by the United States, and of the third and fourth of the ships to be scrapped by the United Kingdom, the said periods shall be eighteen and thirty months respectively from the coming into force of the present Treaty.

(b) Of the ships to be disposed of under this Article, the following may be retained for training purposes :

by the United States : " Arkansas " or " Wyoming."

by the United Kingdom : " Iron Duke."

by Japan : " Hiyei."

These ships shall be reduced to the condition prescribed in Section V of Annex II to Part II of the present Treaty. The work of reducing these vessels to the required condition shall begin, in the case of the United States and the United Kingdom, within twelve months, and in the case of Japan within eighteen months from the coming into force of the present Treaty ; the work shall be completed within six months of the expiration of the above-mentioned periods.

Any of these ships which are not retained for training purposes shall be rendered unfit for warlike service within eighteen months, and finally scrapped within thirty months, of the coming into force of the present Treaty.

2. Subject to any disposal of capital ships which might be necessitated, in accordance with the Washington Treaty, by the building by France or Italy of the replacement tonnage referred to in Article 1 of the present Treaty, all existing capital ships mentioned in Chapter II, Part 3, Section II of the Washington Treaty and not designated above, to be disposed of may be retained during the term of the present Treaty.

3. The right of replacement is not lost by delay in laying down replacement tonnage, and the old vessel may be retained until replaced, even though due for scrapping under Chapter II, Part 3, Section II of the Washington Treaty.

#### ARTICLE 3.

1. For the purposes of the Washington Treaty, the definition of an aircraft carrier given in Chapter II, Part 4 of the said Treaty is hereby replaced by the following definition :

The expression " aircraft carrier " includes any surface vessel of war, whatever its displacement, designed for the specific and exclusive purpose of carrying aircraft, and so constructed that aircraft can be launched therefrom and landed thereon.

2. The fitting of a landing-on or flying-off platform or deck on a capital ship, cruiser or destroyer, provided such vessel was not designed or adapted exclusively as an aircraft carrier, shall not cause any vessel so fitted to be charged against or classified in the category of aircraft carriers.

3. No capital ship in existence on the 1st April, 1930, shall be fitted with a landing-on platform or deck.

#### ARTICLE 4.

1. No aircraft carrier of 10,000 tons (10,160 metric tons) or less standard displacement mounting a gun above 6.1-inch (155 mm.) calibre shall be acquired by or constructed by or for any of the High Contracting Parties.

2. As from the coming into force of the present Treaty in respect of all the High Contracting Parties, no aircraft carrier of 10,000 tons (10,160 metric tons) or less standard displacement mounting a gun above 6·1-inch (155 mm.) calibre shall be constructed within the jurisdiction of any of the High Contracting Parties.

#### ARTICLE 5.

An aircraft carrier must not be designed and constructed for carrying a more powerful armament than that authorised by Article IX or Article X of the Washington Treaty, or by Article 4 of the present Treaty, as the case may be.

Wherever in the said Articles IX and X the calibre of 6 inches (152 mm.) is mentioned, the calibre of 6·1 inches (155 mm.) is substituted therefor.

### PART II.

#### ARTICLE 6.

1. The rules for determining standard displacement prescribed in Chapter II, Part 4 of the Washington Treaty shall apply to all surface vessels of war of each of the High Contracting Parties.

2. The standard displacement of a submarine is the surface displacement of the vessel complete (exclusive of the water in non-watertight structure) fully manned, engined, and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions for crew, miscellaneous stores, and implements of every description that are intended to be carried in war, but without fuel, lubricating oil, fresh water or ballast water of any kind on board.

3. Each naval combatant vessel shall be rated at its displacement tonnage when in the standard condition. The word "ton," except in the expression "metric tons," shall be understood to be the ton of 2,240 pounds (1,016 kilos.).

#### ARTICLE 7.

1. No submarine the standard displacement of which exceeds 2,000 tons (2,032 metric tons) or with a gun above 5·1-inch (130 mm.) calibre shall be acquired by or constructed by or for any of the High Contracting Parties.

2. Each of the High Contracting Parties may, however, retain, build or acquire a maximum number of three submarines of a standard displacement not exceeding 2,800 tons (2,845 metric tons); these submarines may carry guns not above 6·1-inch (155 mm.) calibre. Within this number, France may retain one unit, already launched, of 2,880 tons (2,926 metric tons), with guns the calibre of which is 8 inches (203 mm.).

3. The High Contracting Parties may retain the submarines which they possessed on the 1st April, 1930, having a standard displacement not in excess of 2,000 tons (2,032 metric tons) and armed with guns above 5·1-inch (130 mm.) calibre.

4. As from the coming into force of the present Treaty in respect of all the High Contracting Parties, no submarine the standard displacement of which exceeds 2,000 tons (2,032 metric tons) or with a gun above 5·1-inch (130 mm.) calibre shall be constructed within the jurisdiction of any of the High Contracting Parties, except as provided in paragraph 2 of this Article.

#### ARTICLE 8.

Subject to any special agreements which may submit them to limitation, the following vessels are exempt from limitation:

(a) naval surface combatant vessels of 600 tons (610 metric tons) standard displacement and under;

(b) naval surface combatant vessels exceeding 600 tons (610 metric tons), but not exceeding 2,000 tons (2,032 metric tons) standard displacement, provided they have none of the following characteristics:

(1) mount a gun above 6·1-inch (155 mm.) calibre;

(2) mount more than four guns above 3-inch (76 mm.) calibre;

(3) are designed or fitted to launch torpedoes;

(4) are designed for a speed greater than twenty knots.

(c) naval surface vessels not specifically built as fighting ships which are employed on fleet duties or as troop transports or in some other way than as fighting ships, provided they have none of the following characteristics :

- (1) mount a gun above 6·1-inch (155 mm.) calibre ;
- (2) mount more than four guns above 3-inch (76 mm.) calibre ;
- (3) are designed or fitted to launch torpedoes ;
- (4) are designed for a speed greater than twenty knots ;
- (5) are protected by armour plate ;
- (6) are designed or fitted to launch mines ;
- (7) are fitted to receive aircraft on board from the air ;
- (8) mount more than one aircraft-launching apparatus on the centre line ; or two, one on each broadside ;
- (9) if fitted with any means of launching aircraft into the air, are designed or adapted to operate at sea more than three aircraft.

#### ARTICLE 9.

The rules as to replacement contained in Annex I to this Part II are applicable to vessels of war not exceeding 10,000 tons (10,160 metric tons) standard displacement, with the exception of aircraft carriers, whose replacement is governed by the provisions of the Washington Treaty.

#### ARTICLE 10.

Within one month after the date of laying down and the date of completion respectively of each vessel of war, other than capital ships, aircraft carriers and the vessels exempt from limitation under Article 8, laid down or completed by or for them after the coming into force of the present Treaty, the High Contracting Parties shall communicate to each of the other High Contracting Parties the information detailed below :

- (a) the date of laying the keel and the following particulars :
  - classification of the vessel ;
  - standard displacement in tons and metric tons ;
  - principal dimensions, namely : length at water-line, extreme beam at or below water-line ;
  - mean draft at standard displacement ;
  - calibre of the largest gun.
- (b) the date of completion together with the foregoing particulars relating to the vessel at that date.

The information to be given in the case of capital ships and aircraft carriers is governed by the Washington Treaty.

#### ARTICLE 11.

Subject to the provisions of Article 2 of the present Treaty, the rules for disposal contained in Annex II to this Part II shall be applied to all vessels of war to be disposed of under the said Treaty, and to aircraft carriers as defined in Article 3.

#### ARTICLE 12.

1. Subject to any supplementary agreements which may modify, as between the High Contracting Parties concerned, the lists in Annex III to this Part II, the special vessels shown therein may be retained, and their tonnage shall not be included in the tonnage subject to limitation.

2. Any other vessel constructed, adapted or acquired to serve the purposes for which these special vessels are retained, shall be charged against the tonnage of the appropriate combatant category, according to the characteristics of the vessel, unless such vessel conforms to the characteristics of vessels exempt from limitation under Article 8.

3. Japan may, however, replace the minelayers "Aso" and "Tokiwa" by two new minelayers before the 31st December, 1936. The standard displacement of each of the new vessels shall not exceed 5,000 tons (5,080 metric tons) ; their speed shall not exceed twenty knots, and their other characteristics shall conform to the provisions of paragraph (b) of Article 8. The new vessels shall be regarded as special vessels and their tonnage shall not be chargeable to the tonnage of any combatant category. The "Aso" and "Tokiwa" shall be disposed of in accordance with Section I or II of Annex II to this Part II, on completion of the replacement vessels.

4. The "Asama," "Yakumo," "Izumo," "Iwate" and "Kasuga" shall be disposed of in accordance with Section I or II of Annex II to this Part II when the first three vessels of the "Kuma" class have been replaced by new vessels. These three vessels of the "Kuma" class shall be reduced to the condition prescribed in Section V, sub-paragraph (b) of Annex II to this Part II, and are to be used for training ships, and their tonnage shall not thereafter be included in the tonnage subject to limitation.

#### ARTICLE 13.

Existing ships of various types, which, prior to the 1st April, 1930, have been used as stationary training establishments or hulks, may be retained in a non-sea-going condition.

#### ANNEX I.

##### *Rules for replacement.*

*Section I.*—Except as provided in Section III of this Annex and Part III of the present Treaty, a vessel shall not be replaced before it becomes "over-age." A vessel shall be deemed to be "over-age" when the following number of years have elapsed since the date of its completion :

(a) For a surface vessel exceeding 3,000 tons (3,048 metric tons) but not exceeding 10,000 tons (10,160 metric tons) standard displacement :

- (i) if laid down before the 1st January, 1920 : 16 years ;
- (ii) if laid down after the 31st December, 1919 : 20 years.

(b) For a surface vessel not exceeding 3,000 tons (3,048 metric tons) standard displacement :

- (i) if laid down before the 1st January, 1921 : 12 years ;
- (ii) if laid down after the 31st December, 1920 : 16 years.

(c) For a submarine : 13 years.

The keels of replacement tonnage shall not be laid down more than three years before the year in which the vessel to be replaced becomes "over-age" ; but this period is reduced to two years in the case of any replacement surface vessel not exceeding 3,000 tons (3,048 metric tons) standard displacement.

The right of replacement is not lost by delay in laying down replacement tonnage.

*Section II.*—Except as otherwise provided in the present Treaty, the vessel or vessels, whose retention would cause the maximum tonnage permitted in the category to be exceeded, shall, on the completion or acquisition of replacement tonnage, be disposed of in accordance with Annex II to this Part II.

*Section III.*—In the event of loss or accidental destruction a vessel may be immediately replaced.

#### ANNEX II.

##### *Rules for disposal of Vessels of War.*

The present Treaty provides for the disposal of vessels of war in the following ways :

- (i) by scrapping (sinking or breaking up) ;
- (ii) by converting the vessel to a hulk ;
- (iii) by converting the vessel to target use exclusively ;
- (iv) by retaining the vessel exclusively for experimental purposes ;
- (v) by retaining the vessel exclusively for training purposes.

Any vessel of war to be disposed of, other than a capital ship, may either be scrapped or converted to a hulk at the option of the High Contracting Party concerned.

Vessels, other than capital ships, which have been retained for target, experimental or training purposes, shall finally be scrapped or converted to hulks.



Section I.—*Vessels to be scrapped.*

(a) A vessel to be disposed of by scrapping, by reason of its replacement, must be rendered incapable of warlike service within six months of the date of the completion of its successor, or of the first of its successors if there are more than one. If, however, the completion of the new vessel or vessels be delayed, the work of rendering the old vessel incapable of warlike service shall, nevertheless, be completed within four and a half years from the date of laying the keel of the new vessel, or of the first of the new vessels; but should the new vessel, or any of the new vessels, be a surface vessel not exceeding 3,000 tons (3,048 metric tons) standard displacement, this period is reduced to three and a half years.

(b) A vessel to be scrapped shall be considered incapable of warlike service when there shall have been removed and landed or else destroyed in the ship:

- (1) all guns and essential parts of guns, fire control tops and revolving parts of all barbettes and turrets;
- (2) all hydraulic or electric machinery for operating turrets;
- (3) all fire control instruments and rangefinders;
- (4) all ammunition, explosives, mines and mine rails;
- (5) all torpedoes, war heads, torpedo tubes and training racks;
- (6) all wireless telegraphy installations;
- (7) all main propelling machinery, or alternatively the armoured conning tower and all side armour plate;
- (8) all aircraft cranes, derricks, lifts and launching apparatus. All landing-on or flying-off platforms and decks, or alternatively all main propelling machinery;
- (9) in addition, in the case of submarines, all main storage batteries, air compressor plants and ballast pumps.

(c) Scrapping shall be finally effected in either of the following ways, within twelve months of the date on which the work of rendering the vessel incapable of warlike service is due for completion:

- (1) permanent sinking of the vessel;
- (2) breaking the vessel up; this shall always include the destruction or removal of all machinery, boilers and armour, and all deck, side and bottom plating.

Section II.—*Vessels to be converted to hulks.*

A vessel to be disposed of by conversion to a hulk shall be considered finally disposed of when the conditions prescribed in Section I, paragraph (b), have been complied with, omitting sub-paragraphs (6), (7) and (8), and when the following have been effected:

- (1) mutilation beyond repair of all propeller shafts, thrust blocks, turbine gearing or main propelling motors, and turbines or cylinders of main engines;
- (2) removal of propeller brackets
- (3) removal and breaking up of all aircraft lifts, and the removal of all aircraft cranes, derricks and launching apparatus.

The vessel must be put in the above condition within the same limits of time as provided in Section I for rendering a vessel incapable of warlike service.

Section III.—*Vessels to be converted to target use.*

(a) A vessel to be disposed of by conversion to target use exclusively shall be considered incapable of warlike service when there have been removed and landed, or rendered unserviceable on board, the following:

- (1) all guns;
- (2) all fire control tops and instruments and main fire control communication wiring;
- (3) all machinery for operating gun mountings or turrets;
- (4) all ammunition, explosives, mines, torpedoes and torpedo tubes;
- (5) all aviation facilities and accessories.

The vessel must be put into the above condition within the same limits of time as provided in Section I for rendering a vessel incapable of warlike service.

(b) In addition to the rights already possessed by each High Contracting Party under the Washington Treaty, each High Contracting Party is permitted to retain, for target use exclusively, at any one time :

(1) not more than three vessels (cruisers or destroyers), but of these three vessels only one may exceed 3,000 tons (3,048 metric tons) standard displacement ;

(2) One submarine.

(c) On retaining a vessel for target use, the High Contracting Party concerned undertakes not to recondition it for warlike service.

#### Section IV.—*Vessels retained for experimental purposes.*

(a) A vessel to be disposed of by conversion to experimental purposes exclusively shall be dealt with in accordance with the provisions of Section III (a) of this Annex.

(b) Without prejudice to the general rules, and provided that due notice be given to the other High Contracting Parties, reasonable variation from the conditions prescribed in Section III (a) of this Annex, in so far as may be necessary for the purposes of a special experiment, may be permitted as a temporary measure.

Any High Contracting Party taking advantage of this provision is required to furnish full details of any such variations and the period for which they will be required.

(c) Each High Contracting Party is permitted to retain for experimental purposes exclusively at any one time :

(1) not more than two vessels (cruisers or destroyers), but of these two vessels only one may exceed 3,000 tons (3,048 metric tons) standard displacement ;

(2) one submarine.

(d) The United Kingdom is allowed to retain, in their present conditions, the monitor "Roberts," the main armament guns and mountings of which have been mutilated, and the seaplane carrier "Ark Royal," until no longer required for experimental purposes. The retention of these two vessels is without prejudice to the retention of vessels permitted under (c) above.

(e) On retaining a vessel for experimental purposes the High Contracting Party concerned undertakes not to recondition it for warlike service.

#### Section V.—*Vessels retained for training purposes.*

(a) In addition to the rights already possessed by any High Contracting Party under the Washington Treaty, each High Contracting Party is permitted to retain for training purposes exclusively the following vessels :

United States : 1 capital ship ("Arkansas" or "Wyoming") ;

France : 2 surface vessels, one of which may exceed 3,000 tons (3,048 metric tons) standard displacement ;

United Kingdom : 1 capital ship ("Iron Duke") ;

Italy : 2 surface vessels, one of which may exceed 3,000 tons (3,048 metric tons) standard displacement ;

Japan : 1 capital ship ("Hiyei"), 3 cruisers ("Kuma" class).

(b) Vessels retained for training purposes under the provisions of paragraph (a) shall, within six months of the date on which they are required to be disposed of be dealt with as follows :

##### 1. *Capital Ships.*

The following is to be carried out :

(1) removal of main armament guns, revolving parts of all barbets and turrets ; machinery for operating turrets ; but three turrets with their armament may be retained in each ship ;

(2) removal of all ammunition and explosives in excess of the quantity required for target practice training for the guns remaining on board ;

(3) removal of conning tower and the side armour belt between the foremost and aftermost barbets ;

(4) removal or mutilation of all torpedo tubes ;

(5) removal or mutilation on board of all boilers in excess of the number required for a maximum speed of eighteen knots.

2. *Other surface vessels retained by France, Italy and Japan.*

The following is to be carried out :

- (1) removal of one half of the guns, but four guns of main calibre may be retained on each vessel ;
- (2) removal of all torpedo tubes ;
- (3) removal of all aviation facilities and accessories ;
- (4) removal of one half of the boilers.

(c) The High Contracting Party concerned undertakes that vessels retained in accordance with the provisions of this Section shall not be used for any combatant purpose.

## ANNEX III.

*Special Vessels.*

## UNITED STATES.

Name and type of vessel.	Displacement. Tons.
Aroostook—Minelayer ... ..	4,950
Oglala—Minelayer ... ..	4,950
Baltimore—Minelayer ... ..	4,413
San Francisco—Minelayer ... ..	4,083
Cheyenne—Monitor ... ..	2,800
Helena—Gunboat ... ..	1,392
Isabel—Yacht ... ..	938
Niagara—Yacht ... ..	2,600
Bridgeport—Destroyer tender ... ..	11,750
Dobbin—Destroyer tender ... ..	12,450
Melville—Destroyer tender ... ..	7,150
Whitney—Destroyer tender ... ..	12,450
Holland—Submarine tender ... ..	11,570
Henderson—Naval transport ... ..	10,000
	<hr/>
	91,496

## FRANCE.

Name and type of vessel.	Displacement. Tons.
Castor—Minelayer ... ..	3,150
Pollux—Minelayer ... ..	2,461
Commandant-Teste—Seaplane carrier... ..	10,000
Aisne—Despatch vessel ... ..	600
Marne „ „ ... ..	600
Ancre „ „ ... ..	604
Scarpe „ „ ... ..	604
Suippe „ „ ... ..	604
Dunkerque „ „ ... ..	644
Laffaux „ „ ... ..	644
Bapaume „ „ ... ..	644
Nancy „ „ ... ..	644
Calais „ „ ... ..	644
Lassigny „ „ ... ..	644
Les Eparges „ „ ... ..	644
Remiremont „ „ ... ..	644
Tahure „ „ ... ..	644
Toul „ „ ... ..	644
Epinal „ „ ... ..	644
Liévin „ „ ... ..	644
(—)—Netlayer ... ..	2,293
	<hr/>
	28,644

## BRITISH COMMONWEALTH OF NATIONS.

Name and type of vessel.	Displacement. Tons.
Adventure—Minelayer (United Kingdom) ... ..	6 740
Albatross—Seaplane carrier (Australia) ... ..	5,000
Erebus—Monitor (United Kingdom) ... ..	7,200
Terror—Monitor (United Kingdom) ... ..	7,200
Marshal Soult—Monitor (United Kingdom) ... ..	6,400
Clive—Sloop (India) ... ..	2,021
Medway—Submarine depôt ship (United Kingdom)	15,000
	<hr/> 49,561

## ITALY.

Name and type of vessel.	Displacement. Tons.
Miraglia—Seaplane carrier ... ..	4,880
Faà di Bruno—Monitor ... ..	2,800
Monte Grappa—Monitor ... ..	605
Montello—Monitor ... ..	605
Monte Cengio—Ex-monitor ... ..	500
Monte Novegno—Ex-monitor ... ..	500
Campania—Sloop ... ..	2,070
	<hr/> 11,960

## JAPAN.

Name and type of vessel.	Displacement. Tons.
Aso—Minelayer ... ..	7,180
Tokiwa „ „ ... ..	9,240
Asama—Old cruiser ... ..	9,240
Yakumo „ „ ... ..	9,010
Izumo „ „ ... ..	9,180
Iwate „ „ ... ..	9,180
Kasuga „ „ ... ..	7,080
Yodo—Gunboat ... ..	1,320
	<hr/> 61,430

## PART III.

The President of the United States of America, His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, and His Majesty the Emperor of Japan, have agreed as between themselves to the provisions of this Part III :

## ARTICLE 14.

The naval combatant vessels of the United States, the British Commonwealth of Nations and Japan, other than capital ships, aircraft carriers and all vessels exempt from limitation under Article 8, shall be limited during the term of the present Treaty as provided in this Part III, and, in the case of special vessels, as provided in Article 12.

## ARTICLE 15.

For the purpose of this Part III the definition of the cruiser and destroyer categories shall be as follows :

*Cruisers.*

Surface vessels of war, other than capital ships or aircraft carriers, the standard displacement of which exceeds 1,850 tons (1,880 metric tons), or with a gun above 5·1-inch (130 mm.) calibre.

The cruiser category is divided into two sub-categories, as follows :

- (a) cruisers carrying a gun above 6·1-inch (155 mm.) calibre ;
- (b) cruisers carrying a gun not above 6·1-inch (155 mm.) calibre.

*Destroyers.*

Surface vessels of war, the standard displacement of which does not exceed 1,850 tons (1,880 metric tons), and with a gun not above 5·1-inch (130 mm.) calibre.

## ARTICLE 16.

1. The completed tonnage in the cruiser, destroyer and submarine categories which is not to be exceeded on the 31st December, 1936, is given in the following table :

Categories.	United States.	British Commonwealth of Nations.	Japan.
Cruisers :			
(a) with guns of more than 6·1 inch (155 mm.) calibre ...	180,000 tons (182,880 metric tons)	146,800 tons (149,149 metric tons)	108,400 tons (110,134 metric tons)
(b) with guns of 6·1-in. (155 mm.) calibre or less ...	143,500 tons (145,796 metric tons)	192,200 tons (195,275 metric tons)	100,450 tons (102,057 metric tons)
Destroyers ...	150,000 tons (152,400 metric tons)	150,000 tons (152,400 metric tons)	105,500 tons (107,188 metric tons)
Submarines ...	52,700 tons (53,543 metric tons)	52,700 tons (53,543 metric tons)	52,700 tons (53,543 metric tons)

2. Vessels which cause the total tonnage in any category to exceed the figures given in the foregoing table shall be disposed of gradually, during the period ending on the 31st December, 1936.

3. The maximum number of cruisers of sub-category (a) shall be as follows : for the United States, eighteen ; for the British Commonwealth of Nations, fifteen ; for Japan, twelve.

4. In the destroyer category not more than sixteen per cent. of the allowed total tonnage shall be employed in vessels of over 1,500 tons (1,524 metric tons) standard displacement. Destroyers completed or under construction on the 1st April, 1930, in excess of this percentage may be retained, but no other destroyers exceeding 1,500 tons (1,524 metric tons) standard displacement shall be constructed or acquired until a reduction to such sixteen per cent. has been effected.

5. Not more than twenty-five per cent. of the allowed total tonnage in the cruiser category may be fitted with a landing-on platform or deck for aircraft.

6. It is understood that the submarines referred to in paragraphs 2 and 3 of Article 7 will be counted as part of the total submarine tonnage of the High Contracting Party concerned.

7. The tonnage of any vessels retained under Article 13 or disposed of in accordance with Annex II to Part II of the present Treaty shall not be included in the tonnage subject to limitation.

## ARTICLE 17.

A transfer not exceeding ten per cent. of the allowed total tonnage of the category or sub-category into which the transfer is to be made shall be permitted between cruisers of sub-category (b) and destroyers.

## ARTICLE 18.

The United States contemplates the completion, by 1935, of fifteen cruisers of sub-category (a) of an aggregate tonnage of 150,000 tons (152,400 metric tons). For each of the three remaining cruisers of sub-category (a) which it is entitled to construct, the United States may elect to substitute 15,166 tons (15,409 metric tons) of cruisers of sub-category (b). In case the United States shall construct one or more of such three remaining cruisers of sub-category (a), the sixteenth unit will not be laid down before 1933 and will not be completed before 1936 ; the seventeenth

will not be laid down before 1934 and will not be completed before 1937; the eighteenth will not be laid down before 1935 and will not be completed before 1938.

#### ARTICLE 19.

Except as provided in Article 20, the tonnage laid down in any category subject to limitation in accordance with Article 16 shall not exceed the amount necessary to reach the maximum allowed tonnage of the category, or to replace vessels that become "over-age" before the 31st December, 1936. Nevertheless, replacement tonnage may be laid down for cruisers and submarines that become "over-age" in 1937, 1938 and 1939, and for destroyers that become "over-age" in 1937 and 1938.

#### ARTICLE 20.

Notwithstanding the rules for replacement contained in Annex I to Part II :

(a) The "Frobisher" and "Effingham" (United Kingdom) may be disposed of during the year 1936. Apart from the cruisers under construction on the 1st April, 1930, the total replacement tonnage of cruisers to be completed, in the case of the British Commonwealth of Nations, prior to the 31st December, 1936, shall not exceed 91,000 tons (92,456 metric tons).

(b) Japan may replace the "Tama" by new construction to be completed during the year 1936.

(c) In addition to replacing destroyers becoming "over-age" before the 31st December, 1936, Japan may lay down, in each of the years 1935 and 1936, not more than 5,200 tons (5,283 metric tons) to replace part of the vessels that become "over-age" in 1938 and 1939.

(d) Japan may anticipate replacement during the term of the present Treaty by laying down not more than 19,200 tons (19,507 metric tons) of submarine tonnage, of which not more than 12,000 tons (12,192 metric tons) shall be completed by the 31st December, 1936.

#### ARTICLE 21.

If, during the term of the present Treaty, the requirements of the national security of any High Contracting Party in respect of vessels of war limited by Part III of the present Treaty are, in the opinion of that Party, materially affected by new construction of any Power other than those who have joined in Part III of this Treaty, that High Contracting Party will notify the other Parties to Part III as to the increase required to be made in its own tonnages within one or more of the categories of such vessels of war, specifying particularly the proposed increases, and the reasons therefor, and shall be entitled to make such increase. Thereupon the other Parties to Part III of this Treaty shall be entitled to make a proportionate increase in the category or categories specified; and the said other Parties shall promptly advise with each other, through diplomatic channels, as to the situation thus presented.

#### PART IV.

#### ARTICLE 22.

The following are accepted as established rules of International Law :

(1) In their action with regard to merchant ships, submarines must conform to the rules of International Law to which surface vessels are subject.

(2) In particular, except in the case of persistent refusal to stop on being duly summoned, or of active resistance to visit or search, a warship, whether surface vessel or submarine, may not sink or render incapable of navigation a merchant vessel without having first placed passengers, crew and ship's papers in a place of safety. For this purpose the ship's boats are not regarded as a place of safety unless the safety of the passengers and crew is assured, in the existing sea and weather conditions, by the proximity of land, or the presence of another vessel which is in a position to take them on board.

The High Contracting Parties invite all other Powers to express their assent to the above rules.

## PART V.

## ARTICLE 23.

The present Treaty shall remain in force until the 31st December, 1936, subject to the following exceptions :

- (1) Part IV shall remain in force without limit of time ;
- (2) the provisions of Articles 3, 4 and 5, and of Article 11 and Annex II to Part II, so far as they relate to aircraft carriers, shall remain in force for the same period as the Washington Treaty.

Unless the High Contracting Parties should agree otherwise by reason of a more general agreement limiting naval armaments, to which they all become parties, they shall meet in conference in 1935 to frame a new treaty to replace and to carry out the purposes of the present Treaty, it being understood that none of the provisions of the present Treaty shall prejudice the attitude of any of the High Contracting Parties at the conference agreed to.

## ARTICLE 24.

1. The present Treaty shall be ratified by the High Contracting Parties in accordance with their respective constitutional methods, and the ratifications shall be deposited at London as soon as possible. Certified copies of all the *procès-verbaux* of the deposit of ratifications will be transmitted to the Governments of all the High Contracting Parties.

2. As soon as the ratifications of the United States of America, of His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, in respect of each and all of the Members of the British Commonwealth of Nations as enumerated in the preamble of the present Treaty, and of His Majesty the Emperor of Japan have been desposited, the Treaty shall come into force in respect of the said High Contracting Parties.

3. On the date of the coming into force referred to in the preceding paragraph, Parts I, II, IV and V of the present Treaty will come into force in respect of the French Republic and the Kingdom of Italy if their ratifications have been desposited at that date ; otherwise these Parts will come into force in respect of each of those Powers on the deposit of its ratification.

4. The rights and obligations resulting from Part III of the present Treaty are limited to the High Contracting Parties mentioned in paragraph 2 of this Article. The High Contracting Parties will agree as to the date on which, and the conditions under which, the obligations assumed under the said Part III by the High Contracting Parties mentioned in paragraph 2 of this Article will bind them in relation to France and Italy ; such agreement will determine at the same time the corresponding obligations of France and Italy in relation to the other High Contracting Parties.

## ARTICLE 25.

After the deposit of the ratifications of all the High Contracting Parties, His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland will communicate the provisions inserted in Part IV of the present Treaty to all Powers which are not signatories of the said Treaty, inviting them to accede thereto definitely and without limit of time.

Such accession shall be effected by a declaration addressed to His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland.

## ARTICLE 26.

The present Treaty, of which the French and English texts are both authentic, shall remain deposited in the archives of His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland. Duly certified copies thereof shall be transmitted to the Governments of all the High Contracting Parties.

In faith whereof the above-named Plenipotentiaries have signed the present Treaty and have affixed thereto their seals.

Done at London, the twenty-second day of April, nineteen hundred and thirty.

**\*1269.—Parrots—Importation Prohibited**

(M./M.D.G. 4918/30.—9.5.1930.)

The importation of parrots into England and Wales is prohibited by the "Parrots (Prohibition of Import) Regulations, 1930."

2. Parrot means a bird of the species Psittaciformes, and includes any of the birds commonly called parrots, parakeets, lovebirds, macaws, cockatoos, cockatiels, conures, caiques, lories, and lorikeets.

**1665.—Issued Confidentially.****1803.—Procedure for Salvage of Submarines in Home Waters**

(M. 1341/30.—11.7.1930.)

In the event of the loss or sinking of a submarine in home waters, the senior officer on the spot is to report immediately the name or number of the submarine and the position in which she sank.

The message is to be addressed to the Admiralty, Rear-Admiral (S), Captain or Commander (S) concerned, Commanders-in-Chief, Home Fleet and home ports, Commanding Officer, Coast of Scotland, Captain-in-Charge, Portland, Captain, Fishery Protection and Minesweeping and Captain A/S. It is to be transmitted by the quickest possible route to all addressees.

The information contained in this message is to be supplemented by the depth of water obtained by sounding, as soon as this is available.

2. On receipt of the message of sinking, Rear-Admiral (S) will signal to all concerned, stating whether he will proceed to the scene of operations.

3. The senior officer on the spot will take charge of salvage operations, and is to communicate all his requirements which are not available on the spot or provided for hereafter to the authority concerned (*see* paragraph 5), and to the Admiralty if necessary.

4. The Captain (S) or Commander (S) concerned is to arrange for two submarines to be available on the scene of the sinking for underwater signalling purposes, and to provide compressed air if required.

5. The following procedure is to be put into operation forthwith by the Commander-in-Chief of the home port or the Commanding Officer, Coast of Scotland, in whose area the sinking takes place, or Commander-in-Chief, Home Fleet, if the accident occurs during the exercises with the Home Fleet; and all necessary arrangements should be made with the authorities concerned accordingly.

(a) 1st Minesweeping Flotilla, Portland, and H.M.S. "Tedworth" to proceed to the area in readiness to sweep.

(b) 1st A/S Flotilla, Portland, or 6th Destroyer Flotilla, Home Fleet, whichever is most quickly available, to proceed to the area in readiness to search.

(c) The R.A.F. station nearest to the area, to be requested by message repeated to Air Officer Commanding, Coastal Area, to send aircraft to search for oil and air bubbles, subject to the provision that the scope of the operation should be left to the discretion of the Commanding Officer of the R.A.F. station concerned. It should be requested that reports of progress of search should be addressed to the officer in charge of salvage operations. The Commander-in-Chief of the home port concerned, or the Commander-in-Chief, Home Fleet, is to inform the R.A.F. station affected of the wave frequency proposed to be employed and the call sign of the officer in charge of salvage operations.

If, however, an aircraft carrier is available this duty is to be carried out by her machines.



- (d) Two lifting lighters, together with tugs to tow them to the scene of operations, to be provided by Admiral Superintendent, Portsmouth, or Captain-in-Charge, Portland, whichever place is nearer to the position where the submarine sank.
- (e) Salvage party and divers to be sent to the scene of operations by the Admiral Superintendent of the nearest dockyard port, transport to be arranged in conjunction with the Commander-in-Chief.
- (f) Self-propelled lifting lighter of the "Moor" class to be sent to the scene of operations by the Admiral Superintendent, Portsmouth, or Captain Superintendent, Sheerness, whichever port is nearest.

*Note.*—"Moor" class lifting lighters attached to Sheerness are frequently employed during summer months at Rosyth, Invergordon or in the Humber.

This procedure may subsequently be modified as necessary by the senior officer in charge of the operations, as soon as the requirements of the situation are known.

Attention is drawn to Admiralty letter, C.P.32161/27, of 27th May, 1928, in which authority is given to obtain salvage plant from authorities and commercial firms in the United Kingdom for use in cases of emergency to raise a sunken submarine sufficiently to enable life to be saved if it is known or there is reason to suppose that the crew of the sunken vessel are still alive.

This letter, together with particulars of the plant available as supplied by the salvage firms, corrected periodically, is sent to the following:—Commanders-in-Chief, The Nore, Portsmouth, Plymouth and Home Fleet, Commanding Officer Coast of Scotland, Rear-Admiral (S), Admiral Commanding Battle Cruiser Squadron, Admiral Commanding 2nd Cruiser Squadron, Rear-Admiral 2nd Battle Squadron, and Captain-in-Charge, Portland.

(a), (b) and (c) can be countermanded when the exact location of the vessel has been established.

(d), (e) and (f) can be delayed or cancelled if the depth of water or other circumstances render immediate salvage out of the question.

6. The Admiralty is to be kept informed of the situation, and Admiralty sanction must be obtained before *all* salvage operations are finally abandoned.

7. From the time that the original message reporting the sinking of a submarine has been received, too much importance cannot be attached to keeping lines of communication clear to and from Rear-Admiral (S) or the senior officer conducting the operations, more especially as he will probably be afloat in a destroyer or small vessel with limited W/T resources. To ensure this:—

- (i) The correct use of the prefix "Immediate" must be rigidly adhered to; it should seldom be necessary on any message which does not directly affect the decisions to be made or action to be taken by the officer conducting the operations.
- (ii) Should any difficulty be experienced by authorities afloat in communicating multiple address messages direct to all addressees, such messages should be passed through the nearest Naval Shore W/T Station with instructions to re-transmit them by L/T to as many of the addressees as possible. Messages may also be passed to the Admiralty for re-transmission by Group A when it is not known if addressees afloat have received the messages by W/T direct.

Multiple address messages from the Admiralty will be transmitted by L/T so far as possible and by Group A as necessary.

(A.F.O. 1667/32.)

## 1952.—Belgian Fishery Protection Service

(M. 2895/30.—1.8.1930.)

The Belgian authorities have notified that as from 1st August, 1930, the "Wielingen" the "Westdiep" and the "Zinnia" will carry out fishery protection duties in the North Sea.

## 2092.—French Colonies—Regulations for Visits of Foreign War Vessels

(M. 3014/30.—15.8.1930.)

The following is a translation of a decree dated 1st June, 1930:—

FRANCE.

MINISTRY OF COLONIES.

REGULATIONS FOR VISITS OF FOREIGN WAR VESSELS TO PORTS AND TERRITORIAL WATERS OF COLONIES.

DECREE.—

Article 1.—Subject to the provisions of the present decree, war vessels of foreign Powers at peace with France are given standing permission to anchor in the ports included in the Naval sectors specified below, and also in territorial waters within six miles\* of low-water mark of the coasts of the Colonies, Protectorates and territories under French mandate administered by the Ministry of Colonies:—

- (a) Sector of Indo-China and French India.
- (b) Sector of Madagascar, dependencies and islands attached to Réunion.
- (c) Sector of West Africa and Togo.
- (d) Sector of French Equatorial Africa and Cameroun.
- (e) Sector of Antilles and Guyane.
- (f) Sector of St. Pierre and Miquelon.
- (g) Sector of French Oceania.
- (h) Sector of New Caledonia and dependencies.
- (i) Sector of French Somali Coast.

In any one sector the number of foreign war vessels of the same flag shall not without special authorisation exceed three in the first four sectors mentioned above, or two in the other five sectors.

Article 2.—For the purposes of the present decree, all vessels, including auxiliaries, are counted as war vessels whose names appear in the official list of war vessels of a Power whose government is recognised by the French Government.

Article 3.—Every visit of a foreign war vessel to waters or ports included in the Naval sectors specified in Article 1 must be notified through diplomatic channels to the Ministry of Foreign Affairs at Paris, at least fifteen days before the arrival of the visiting vessel, except in cases where this is impossible ("cas de force majeure").

The notification must mention whether the visiting vessel carries aircraft.

The Ministry of Foreign Affairs will immediately pass on this notification to the Minister of Colonies whose duty it is to notify this visit to the Governor-General, Governor or Commissioner of the Republic placed in charge of the territory to which the specified port or territorial waters appertain.

Article 4.—Submarines may only enter the territorial waters on the surface. They are forbidden to dive therein.

Article 5.—The provisions of the present decree apply only to military or naval aircraft carried or towed by a war vessel; such aircraft must not leave territorial waters by air without having obtained the permission of the competent authority.

Article 6.—Foreign war vessels of the same flag cannot remain for more than fifteen days in one of the sectors mentioned in Article 1 without special permission from the Government of the Republic.

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\*NOTE.—H.M. Government does not admit the claim to territorial jurisdiction outside the usual 3-mile limit.

They must put to sea within six hours on request being made to them to do so by the competent civil, naval or military authorities.

Article 7.—The provisions of Articles 1 and 6 are not applicable to the undermentioned foreign war vessels:—

- (a) Vessels having on board Heads of State, members of reigning Dynasties or their suites, or diplomatic agents accredited to the French Government.
- (b) Vessels compelled to put into port by damage sustained by heavy weather or other unavoidable circumstances.
- (c) Fishery protection vessels acting in conformity with the international conventions relative to fishing.

Article 8.—In Naval ports of the Fleet or at the headquarters of a Naval command, the right of assigning anchorage berths to foreign war vessels and of directing them to shift berth, if necessary, is vested solely in the Senior Naval Officer (*"Commandant de la marine"*).

In all other ports this right is vested in the Captain of the Port, or, if there is no such officer, in the Officer of the Port or in the official who is carrying out the functions which normally devolve on a Captain of Port.

Article 9.—Immediately on the arrival of a foreign war vessel in a port where a senior Naval officer has headquarters, this officer will send one under his command to call upon the Commanding Officer, ascertain his name, the object of his visit, and obtain any other relevant information.

In other ports the visit will be made by an Officer of the Port.

Article 10.—In the territorial waters and ports of the different sectors mentioned in Article 1, foreign war vessels must abstain from taking bearings of the land or soundings,\* and from carrying out, without special permission, any military exercises (landings, firing exercises, torpedo practices, mine-laying, etc.).

They must observe the local fiscal regulations and conform to the sanitation regulations and to the port regulations to which French war vessels are also subject, concerning which the authority specified in Article 8 will acquaint them.

Men belonging to ship's companies and troops must be unarmed when landed. Officers and Petty Officers may carry the side arms which form part of their uniform.

The number of liberty men who can be landed, and also the hours for landing and return on board will be fixed by agreement between the Commanding Officer of the war vessel and the civil authority or his deputy, and after consultation with the local military or Naval authorities.

If funeral honours have to be rendered on shore by an armed party, the Commanding Officer of the war vessel must first obtain permission from the *Commandant d'armes* or, failing him, from the highest local authority.

Boats of the war vessel moving in the port may not be armed.

Article 11.—No foreign war vessel admitted into the ports and territorial waters specified in Article 1 may carry out a sentence of death therein.

Article 12.—In the event of war between foreign powers, while France is neutral, the regulations for entry and stay of belligerent war vessels are governed by the conditions of the decrees of the 18th and 26th October, 1912; but the rules for notification or permission already laid down by Articles 3 and 10 of the present decree are applicable.

Article 13.—Should a foreign war vessel fail to comply with the directions of the present decree, the Naval, military or local administrative authority shall first draw the attention of the Commanding Officer to the infraction and request him to observe the regulations or have them observed.

If this action is ineffective, the authority may then request the vessel to put to sea under the conditions laid down in Article 6, paragraph 2.

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\* NOTE.—See note attached to similar article in A.F.O. 2925/29.

Article 14.—The decree of 30th August, 1913, making applicable to the colonies the decree of 21st May, 1913, regulating, for times of peace, visits of foreign war vessels to anchorages and ports of the French coast, is cancelled, as are also all regulations contrary to those of the present decree.

Article 15.—The present decree will be published in the *Journal Officiel* of the French Republic and inserted in the *Bulletin Officiel* of the Ministry of Colonies and that of the Ministry of Marine.

It will be promulgated in the colonies, protectorates and territories under mandate administered by the Ministry of Colonies, on the arrival in these various countries of the *Journal Officiel* of the French Republic, and will be published in the local *Journaux Officiels*; it will come into force as from the date of its publication.

Article 16.—The Minister of Colonies, the Minister of Foreign Affairs and the Minister of Marine will be responsible, each so far as he is concerned, for the carrying out of the present decree.

Given at Paris, 1st June, 1930.

(A.F.O. 2925/29.)

## 2258.—Argentine—Regulations for Foreign Aircraft

(M. 2176/30.—22.8.1930.)

The following is a translation of Argentine General Order No. 178, of 1925.

### GENERAL ORDER No. 178.

#### DIRECTORATE GENERAL OF PERSONNEL.

Buenos Aires, 4th September, 1925.

Considering:

That until such time as an Argentine law is passed to govern aerial traffic, it is necessary to exercise the national sovereignty to the exclusion of all foreign countries, over the air space included by our frontiers and territorial waters.

That, in order to ensure the proper compliance with the laws, customs and health regulations, etc., it is necessary to lay down the rules which aircraft must observe when flying over our territory or landing on it.

That it is necessary to lay down the conditions under which, in exceptional circumstances, foreign military aircraft may land in or fly over the territory of the Republic,

### THE PRESIDENT OF THE ARGENTINE NATION

#### *Decrees:*

Article 1.—The flight over and landing on the territory and territorial waters of the Republic of aircraft (aeroplanes, seaplanes, airships, balloons, etc.), is subject to the conditions laid down in this decree.

Article 2.—Aircraft actually existing in the country and those which may hereafter be introduced, either permanently or for a period of not less than four months, will be considered as belonging to the national registry and their owners will be obliged to register them in the prescribed manner, in the Directorate of the Army Aviation Service in the case of aeroplanes, airships or balloons, and in the headquarters of the Naval Aviation Service in the case of seaplanes and amphibians.

The mere fact of belonging to the national registry annuls any previous foreign registration and the registration abroad of aircraft belonging to the national registry will only be recognized when they leave the country on transfer to persons or firms established abroad.

The nationality of aircraft for legal purposes is that of the country of registration.

National aircraft, when in service, must carry the distinguishing mark and certificate of registration, a navigating permit, and a log (tourist aircraft are exempted from carrying this latter), in accordance with the regulations.

Article 3.—No foreign military or civil aircraft, piloted or manned by personnel belonging to a military institution or a branch of the administration of a foreign country, may land within the frontiers of Argentina or on Argentine territorial waters, nor fly over the same, unless permission has been granted beforehand by the Executive Power (Ministry of War or Marine as the case may be). Such permission must be applied for through diplomatic channels. Should the permission be granted, the personnel must possess such documents, drawn up in the proper form, as may be laid down, and the aircraft must strictly observe such rules as may be established.

Article 4.—No foreign civil aircraft—by which is understood one belonging to private persons, sporting or other institutions, or commercial firms—although piloted or manned exclusively by persons not belonging to any establishment or dependency of a foreign state, may land on or fly over the national territory or its jurisdictional waters, unless previous authority has been given by the Executive Power (Ministry of War or Marine as the case may be). Should such authority be granted, the aircraft must comply with such regulations as may be laid down, and its personnel must possess the necessary documents, drawn up in the proper form.

Article 5.—Aircraft belonging to countries with whom special air-navigation agreements may be established are exempted from the conditions laid down in Articles 3 and 4. Such aircraft will be subject to the agreements in force.

Article 6.—When granting the permission referred to in Articles 3 and 4, or when national aircraft have to leave or return to the country, the following will be laid down :—

- (a) The route which the aircraft must follow on entering, flying over, and leaving national territory.
- (b) Customs aerodrome, landing or taking off place. (Eventually).
- (c) Time permitted to remain in or out of the country. (Eventually).

Article 7.—The authorities which grant permission to aircraft to enter or leave the country will forward urgently, and a sufficient time beforehand, to the customs, health, or military authorities concerned, the necessary information so that each may exercise the proper control.

Article 8.—The pilot and crew of any aircraft which is compelled to make a forced landing on entering or leaving the country, outside the customs aerodrome or landing place which has been indicated, will be responsible for any removal of personnel, cargo, correspondence, documents, or accessories of the aircraft.

In such cases the pilot will immediately inform the nearest authority and will request his presence, and before his arrival nobody is authorised to alter the position or state of the aircraft or its contents.

Article 9.—No aircraft may fly over towns or large groups of houses at a lower altitude than that which will enable it to reach a favourable landing place, in the case of an engine failure. Aircraft are also forbidden to perform acrobatics over towns or large groups of houses, or to fly at a low altitude over places where public meetings or spectacles are taking place, in particular, over racecourses.

Article 10.—Aircraft employed in international commercial navigation may transport persons, merchandize and correspondence between one country and another, provided that in all cases the regulations are observed. Internal traffic within the national territory is, however, reserved for aircraft belonging to the national registry. These aircraft must carry a nominal roll of the passengers showing their professions and nationalities, manifests of merchandize and, in general, all the necessary documents.

Article 11.—Every aircraft which flies over national territory or territorial waters is forbidden:—

- (a) To have on board, photographic apparatus of any kind whatever, carrier pigeons, explosives, asphyxiating or kindred gases, or arms and munitions of war, except by special permission granted by the Ministry of War or Marine as the case may be.
- (b) To let fall from the aircraft, during flight, any kind of object which might cause damage or annoyance, except fine sand and water.

Article 12.—In the case of international voyages of aircraft (national or foreign), whether on leaving or arriving in the country, the customs, health, police or military authorities, as the case may be, must always inspect the aircraft internally and externally and insure that the regulations are carried out.

Article 13.—Aircraft, crew and passengers flying over the territory and territorial waters of the Nation, whatever their nature may be, are subject to all the legal obligations imposed by the legislation in force in the Argentine Republic. Consequently, they are subject to the laws of customs, health, public safety, etc.

Article 14.—Should an aircraft infringe any of the provisions of this Decree, it, and the personnel belonging to it, as well as any other person who may be directly or indirectly involved in the matter, will be detained by the police, customs, military authorities, etc., (as the case may be, or whichever is nearest at hand), who will at once carry out such investigations as may be necessary—if possible within 24 hours.

If more than one authority is concerned on the same occasion with infractions of these Regulations, the immediate application of the sanctions detailed below will lie with the following authorities, in order of precedence:—Military: Customs: Health: Police.

The permit to carry out flights and the registration of the aircraft will be immediately withdrawn, and the Directorate of the Army Air Service or the Headquarters of the Naval Air Service, as the case may be, will be informed urgently by telegram. The details and conclusions of the investigation carried out and the registered number of the aircraft will also be forwarded to the Directorate or Headquarters mentioned, which will decide definitely the situation of the pilot and the aircraft.

Should the offence be observed to take place during flight, the aircraft will be compelled to land immediately by the civil or military authorities, by all the means in their power, provided that such warning signals as may be laid down shall previously have been made.

Article 15.—The State has no responsibility for any defects which may be caused to aeronautical material detained under the provisions of these Regulations.

## **2259.—Argentine—Regulations for Visits of Foreign Warships, and use of Wireless**

(M. 2176/30.—22.8.1930.)

1. Saluting stations are given in A.F.O. 218/34.

2. When the commanding officer of a ship, in the course of his official duties, has occasion to visit H.E. The President of the Nation or any of his Ministers, the Secretaries of State, the necessary audience will be applied for through diplomatic channels.

3. When the commanding officer of a ship visits the Minister of Marine, he will also visit the Head of the Secretariat.

4. The National Department of Hygiene issues health certificates gratis.

5. Any number of liberty men may be disembarked.
6. It is not permitted to land a patrol for the surveillance of liberty men.
7. Armed men may not be landed for the purpose of carrying out exercises on shore. Whenever it is desired to land an armed party for the purpose of rendering honours, the necessary permission should be requested through diplomatic channels.
8. The number of ships which may enter port at any one time is not limited; nor is the length of stay. It is convenient if the proposals are communicated as early as possible through diplomatic channels.
9. The regulations for the flight of aircraft over the territory of the Republic are laid down in General Order No. 178 of 1925.
10. General gunnery exercises, involving the movements of turrets or guns, and torpedo exercises, are not permitted whilst in port.
11. Ships' boats, whilst in the water, may not be armed.
12. Officers may land in uniform, with sword, when the wearing of the sword is in accordance with the Naval Ceremonial.
13. Submarines may not submerge in territorial waters, nor enter such waters submerged.
14. Firing practice, torpedo running, minelaying and the use of searchlights, are not permitted in territorial waters.
15. The death penalty may not be carried out.
16. In the event of a foreign warship not complying with the port regulations, the Naval Authority will draw attention to the fact and request the strict observance of the same. Should this proceeding have no effect, the warship will be required to leave the port forthwith.

#### REGULATIONS FOR THE USE OF WIRELESS.

17. (a) Every naval force or ship of war as well as the air forces which may accompany them, while in harbour of a naval base or close by, may use their W/T equipment on application to do so to the officer commanding the base. When applying, the hours of transmission and the length and type of wave should be stated. Official messages only may be transmitted.

(b) Any foreign naval force, or the air force which may accompany it, in territorial waters not in the vicinity of a naval base, may use its W/T equipment under the following conditions:—

- (i) 600-metre wave length may not be used except to make or answer S.O.S. signals.
- (ii) Care must be taken to avoid interfering with the transmissions of national naval and air forces and fixed stations.
- (iii) Transmission must be interrupted at the request of—
  - (a) A Naval Authority.
  - (b) The Port Authorities.
  - (c) State Land Stations.
- (iv) Prolonged transmissions in any other type of wave than continuous wave should be avoided.
- (v) Spark transmissions in any wave length are not permitted.
- (vi) Should there be any National Naval Force or warships in the same waters, the senior officer should be consulted before any message is transmitted.
- (vii) No message of a public nature may be transmitted.

Buenos Aires, 10th February, 1930.

(A.F.Os. 2258/30 and 218/34.)

# 1931

## 2.—Aircraft—Modifications

(M. 02591/29.—2.1.1931.)

Attention is called to paragraph 707 of King's Regulations and Air Council Instructions, which lays down that in no circumstances may any modification which has not received the official sanction of the Air Ministry be made in any airframe or aircraft engine.

2. Proposals for any such modifications, which it may be desired to put forward from H.M. ships, are to be submitted to the Admiralty through the usual Service channels, but in order that Royal Air Force authorities may have early information of the proposals, the Commanding Officer is at the same time to send a copy of his submission direct to the Air Officer Commanding, Coastal Area, Mediterranean or Far East, respectively, in the case of ships of the Home and Mediterranean Fleets or on the China Station, and, in the case of ships on the East Indies Station, direct to the Admiralty for the Secretary, Air Ministry.

## 105.—Director-General of Egyptian Ports and Lighthouses Administration—Honours

(M. 45/31.—16.1.1931.)

The Director-General of Egyptian Ports and Lighthouses Administration holds the rank of a Lewa in the Egyptian Service, and is to be accorded the honours and marks of respect appropriate to that rank. He receives the salute of 11 guns accorded to a Lewa, and the Egyptian Flag should be hoisted during the firing of the salute.

As regards exchange of calls, the rank of Lewa corresponds with that of a Rear-Admiral, and officers junior to him in his rank as Lewa should pay the first call.

## 108.—Belgium—W/T Regulations

(M. 4360/30.—16.1.1931.)

The following extract from a Royal Decree dated 3rd November, 1913, concerning the use of wireless telegraphy by foreign ships in Belgian Territorial Waters is promulgated for information and guidance:—

“Article 5.—On entering into Belgian territorial waters foreign ships fitted with wireless installation capable of assisting or prejudicing transmission or reception of radiotelegraphic or radiotelephonic signals shall cease communication with any neighbouring stations other than the nearest State stations. They shall announce their presence to these coastal stations and await authorisation or invitation to communicate either with the aforesaid or some other coastal station.

The preceding arrangements shall not apply to foreign ships and vessels, provided that previous to their entering within Belgian territorial waters they shall have been provided under order of the competent Belgian Minister with his special and regularly accredited permit for communication. They shall not interfere in any way with distress signals or the answers to distress signals emanating from other ships or vessels.

To sum up: Foreign ships and vessels are enjoined from the time of their entering into Belgian territorial waters to cease all working which may prejudice the communications of any radiotelegraphic or radiotelephonic stations whatsoever.”



## 227.—Signal Exercises between Service Aircraft and British Merchant Vessels

(M. 2804/28.—30.1.1931.)

The following orders have been issued by the Air Ministry:—

- (i) Arrangements have been made with certain shipping companies having vessels fitted with daylight signalling lamps, for flashing exercises to be carried out as and when favourable opportunities occur. A list of the shipping companies and the vessels so fitted is appended.
- (ii) The exercises to be carried out will come under two headings (a) visual by flashing only, and (b) visual and wireless, the latter being dependent upon whether the aircraft is able to change her W/T apparatus to work on 500 kc/s for transmitting and receiving.
- (iii) The method to be adopted will be for aircraft to approach to a suitable position, call the ship by flashing lamp and then carry out an exchange of short messages in plain language. In the case of aircraft fitted with W/T apparatus capable of being shifted to work on 500 kc/s, the visual portion of the exercise should be confined to asking if it is convenient for a W/T exercise to be carried out.
- (iv) When the proposal to exercise by W/T has been agreed to by the ship, the aircraft should proceed to a greater distance and, as in the case of visual, exchange a few short messages in plain language.
- (v) When calling ships by V/S in the first instance, a careful watch is to be kept on the ship for flags being hoisted, as it has been arranged that, should it be inconvenient for vessels to flash back to the aircraft, or should an aircraft call a vessel not fitted with daylight flashing apparatus, the international code flag "D" meaning "No" or "Negative" will be hoisted.
- (vi) In the event of a ship being called which is not fitted with daylight signalling apparatus, but nevertheless would like to take signals from aircraft, the code flag will be used as described in Article 83 of the Allied Signal Manual, but such vessels will not be able to reply.
- (vii) The signal procedure to be used for these exercises will be for (i) (a) above, the procedure as laid down in Article 84 of the Allied Signal Manual, and for (i) (b) above, the procedure laid down in the "Handbook for Wireless Telegraph Operators issued by His Majesty's Postmaster-General."
- (viii) In view of the limited number of ships at present fitted with daylight signalling apparatus and the desirability of stimulating the interest of the Merchant Navy in Royal Air Force aircraft met with at sea, every opportunity for signalling exercise should be taken and reports rendered dealing with each exercise carried out.
- (ix) Where possible it might be convenient for local arrangements to be made with ships' officers before sailing as to a suitable position for aircraft to join them for the purpose of signalling exercises, but, having regard to paragraphs (v) and (vi) above, any large vessel met with at sea may be called with a view to making signals for the purpose of the exercise. In particular, however, the ships given below should be selected, and it is suggested that the anticipated movements of these vessels should be ascertained from the shipping offices or local agents in order that, if possible, aircraft may proceed to convenient positions to intercept them and carry out signal exercises.

## LIST OF THE SHIPPING COMPANIES AND THE VESSELS AS FITTED

*Peninsular and Oriental Steamship Company.*

"Naldera."	"Mongolia."	"Razmak."
"Narkunda."	"Moldavia."	"Rajputana."
"Kaisar-I-Hind."	"Cathay."	"Rawalpindi."
"Mooltan."	"Comorin."	"Ranchi."
"Maloja."	"Chitral."	"Ranpura."
	"Corfu."	

*White Star Line*

"Majestic."	"Homerio."	"Baltic."
"Olympic."	"Adriatic."	"Doric."
"Laurentic."		

*Anchor Line*

"Caledonia."	"California."	"Transylvania."
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*British India Steam Navigation Co.*

"Nevasa."	"Neuralia."	"Woodarra."
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*Atlantic Transport Line*

"Minnetonka."	"Minnewaska."
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*Royal Mail Steam Packet Co.*

"Arcadian."	"Asturias."	"Alcantara."
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*Union Castle Line*

"Carnarvon Castle."

*Commonwealth and Dominion Line*

"Port Wellington."	"Port Brisbane."
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*Houlder Brothers*

"Hardwicke Grange."	"Upwey Grange."
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*Canadian Pacific Services*

"Montelare."

*Lamport & Holt*

"Voltaire."

*A. Holt & Co.*

"Hector."	"Antenor."
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2. Their Lordships consider that aircraft of the Fleet Air Arm might with advantage take part in this scheme and they are therefore to carry out flashing exercises with mercantile vessels as and when convenient opportunities offer. Fleet Air Arm aircraft fitted with W/T equipment capable of transmitting on 500 kc/s should also take part in the W/T exercises mentioned, as and when convenient.

3. The attention of Fleet Air Arm Officers is directed to the fact that merchant vessels do not carry any signal staff and that when a merchant vessel is in pilotage waters all the officers and ratings who can read signals are usually fully occupied navigating the ship. Communication with merchant vessels should, therefore, only be attempted for the purpose of exercising signals either in the open sea or at anchor, and in the latter case neither just after the merchant vessel has anchored nor when she is preparing to get under way.

4. Reports of exercises carried out under the above scheme should be rendered by the parent carrier on Form S.174 (Return for the quarter ending .....), showing signalling which has taken place with British Merchant Vessels.

(A.F.O. 428/31.)

**277.—Administration of Ships at Home Ports**

(M. 699/30.—6.2.1931.)

The following is to be the division of responsibility for certain ships and vessels, other than submarines, arriving at or based on the home ports. This Order may be varied by Admiralty Order when necessary, and does not affect the general authority of the Commander-in-Chief of the port as defined in King's Regulations and Admiralty Instructions, Article 1026, clause 1.

A. Ships to be directly under the Commander-in-Chief of the home port—

- (a) Ships under orders to pay off and recommission, except ships under orders to recommission in Reserve, which come under Reserve Fleet organisation, as from date of arrival or date of receipt of instructions to join the Reserve Fleet, whichever is the later.
- (b) Ships formerly belonging to Reserve Fleet, from date of recommissioning for other service.
- (c) Ships, other than those of Reserve Fleet, paying off for large repair to be under the Commander-in-Chief until paid off, then under dockyard control.
- (d) Vessels attached to training establishments, except as at D (b).
- (e) Ships commissioned for trials, unless they belong to Reserve Fleet or are about to join Reserve Fleet on completion of trials.
- (f) Ships in dockyard hands while in commission, except ships of Reserve Fleet and Home Fleet.

*Note.*—Unattached aircraft carriers in commission at home ports are to be regarded as under the administration of Commander-in-Chief, Home Fleet, for technical air matters.

B. Ships to be under dockyard control—

- (a) All ships, whether in full or Reserve commission, paying off for large repair will be under dockyard control from date of paying off until date of commissioning for trials. This is irrespective of whether machinery is in the charge of Engineer Officers of the ship or of dockyard officers. They will revert to dockyard control on completion of trials, until commissioned for service, either in active commission or in Reserve.
- (b) Ships under construction, unless in commission for trials (*see* A (e)).
- (c) Ships for sale or disposal, as from date of paying off for preparation for sale.

C. Ships to be administered by the Vice-Admiral Commanding the Reserve Fleet—

- (a) Ships of Reserve Fleet, whether in commission or not, except for A (b).
- (b) All ships under orders to commission in Reserve, as from date of arrival at the port or date of receipt of instructions to join the Reserve Fleet, whichever is later.

D. Ships to be administered by the Vice-Admiral Commanding the Reserve Fleet, but under control of Commander-in-Chief for operations—

- (a) Emergency destroyers.
- (b) Ships belonging to Reserve Fleet, but attached to training establishments.
- (c) Ships belonging to Reserve Fleet, but detailed for special duty under the Commander-in-Chief, *e.g.*, destroyers in Irish waters.

2. In all cases not covered by the foregoing instructions the Commander-in-Chief of the port will, failing any special directions from the Admiralty, give the necessary directions, consulting the Vice-Admiral Commanding, Reserve Fleet, and dockyard authorities.

## 279.—Reserve Fleet—Preparation of Vessels about to Join

(M. 699/30.—6.2.1931.)

When a ship is reduced to Reserve Fleet status, the work of preparing her for reserve is to be completed before she pays off.

It must be realised that the Reserve Fleet personnel is sufficient for the work of maintenance only, and, therefore, that the condition of a ship commissioned for service after a period in the Reserve Fleet is largely dependent on the condition in which that ship was received into the reserve. It is emphasised that the greatest importance must be placed on the number of defects outstanding on a ship paying off into reserve being reduced to a minimum, and that a complete list of any defects that cannot be completed must be prepared for the information of the Reserve Fleet authorities, in order that they may, if possible, be remedied while the ship remains in the Reserve Fleet; or, if this is not possible, that further deterioration may at least be prevented and the existence of the defects may be known when the ship is again brought forward for active service.

2. The details of what is required appear in Reserve Fleet General Orders, and in most cases it will be possible to supply these before the ship arrives at the port at which she is to pay off. A summary of the requirements will, however, shortly appear in Admiralty Fleet Orders for use, should the notice given be too short to admit of the issue of Reserve Fleet General Orders.

3. On arrival at the port the Captain of the ship is to confer with the local Reserve Fleet Authorities and Commodore, R.N. Barracks, and is subsequently to report by signal to the Commander-in-Chief of the port the date by which his ship will be cleaned and placed in a state of complete readiness for joining the Reserve Fleet.

4. The ship will not pay off until the inspection carried out in accordance with King's Regulations and Admiralty Instructions, Article 1027, has shown that she is in a fit condition to reduce to reserve status.

5. The above procedure applies to ships paying off from a sea-going squadron or flotilla. In the case of ships returning from trooping trips, the work of reduction is to be undertaken by the navigating party, assisted as necessary, by a working party provided by the R.N. Barracks at the port at which the ship is to reduce.

## 377.—Merchant Vessels—Control of W/T in Time of War

(M. 01837/30.—13.2.1931.)

### BRITISH VESSELS.

*Powers.*—Clause 22 of the licence issued by the General Post Office to ships registered in Great Britain and Northern Ireland provides for the control in emergency of ship installations in all such ships. A copy of this clause is contained in Appendix I. The clause comes into force automatically on emergency arising. Similar licences are issued to Dominion and Colonial ships by the Dominions and Colonies in which they are registered.

2. The licences do not give the representatives of His Majesty's Government in the United Kingdom any control over Dominion or Colonial vessels, nor do they give a Dominion or Colony control over any vessels except those registered at its own ports.

3. The Defence Regulations, which will be issued as soon as possible after the emergency arises, are, however, expected to include a regulation which will give full control in the waters of Great Britain and Northern Ireland over the wireless telegraphy of all vessels, and in all waters over the wireless telegraphy of ships registered in Great Britain and Northern Ireland.

4. Clause 22 of the licence does not provide for any penalties other than taking possession of the apparatus. When the Defence Regulations have been issued, the penalties provided by those Regulations will be applicable.

5. If a British vessel refuses to obey orders as regards her wireless before the issue of the Defence Regulations, and if immediate action beyond the terms of the licence is essential, then such action must be taken under the Royal Prerogative. If there should be any doubt as to the Royal Prerogative covering such action it may be necessary to indemnify such action by Act of Parliament.

6. *On the High Seas and in British Territorial Waters.*—On emergency arising, orders will be broadcast to vessels in all areas concerning the use of W/T (*vide* Appendix V). These areas will conform to those given in Admiralty Notice to Mariners, No. 12, yearly.

7. After issue of these orders Commanding Officers of H.M. ships should report to the Admiralty any instances of misuse of W/T by British merchant vessels; if opportunity occurs the Master should be warned of the risk which is being incurred.

8. Any case of a British merchant vessel using her W/T so as to cause unnecessary interference should similarly be reported and the Master should be warned. If persisted in, such conduct may justify confiscation or displacement of the apparatus, but it is generally most undesirable that a vessel should be so deprived of her W/T.

9. *In Harbours of Great Britain and Northern Ireland.*—It is not possible to *prevent* illicit messages being despatched by vessels in harbour with treasonable intent, since such messages could always be sent by concealed apparatus. Special arrangements will therefore be made to enable messages of this nature to be promptly detected and dealt with.

10. The problem is, however, simplified if steps are taken to ensure that messages will not be made in harbour by irresponsible persons without treasonable intent. For this purpose arrangements have been made by which, subsequent to the issue of the warning telegram, the Board of Customs, when requested by the Admiralty, will instruct the Customs Officials to seal the door(s) of the W/T office(s) of all vessels except as provided in paragraph 11 below, when the vessels are boarded on coming into harbour. Until the vessel leaves, the door(s) will only be opened at pre-arranged times when required for maintenance of the apparatus. Assistance will, when necessary, be given by the police in enforcing this regulation.

11. *Fitting of Wireless Switches.*—By arrangement with the Wireless Telegraph Companies, a number of vessels will be fitted in future with wireless switches which will give the Master control of the transmission of wireless messages. Lists of vessels so fitted at home will be furnished by the Wireless Companies from time to time.

It is the intention that in peace the lists of vessels fitted should be collated by the Admiralty, and communicated periodically to the Customs authorities at home and to the Dominion, Colonial and Indian Governments.

A complete list of vessels fitted with wireless switches will also be maintained in the Admiralty and kept up to date as additional information is received, and this comprehensive list will be circulated to all the authorities concerned as soon as possible after an emergency arises.

So far as home waters are concerned, the responsibility for the control of wireless apparatus on all vessels included in this list will rest entirely with the Master in time of war, and the Customs Officers will regard such vessels as exempt from the procedure for sealing the door(s) of the wireless room(s) in harbour required for vessels not fitted with wireless switches.

Pending the issue of the complete list mentioned above, Customs Officers will obtain information as to vessels fitted with wireless switches from the lists furnished periodically in peace.

All vessels not shown on the lists, whether fitted with wireless switches or not, will be subject to the ordinary procedure as regards sealing doors indicated in paragraph 10.

12. *Mercantile Fleet Auxiliaries.*—In the absence of special instructions from a Naval Authority, non-commissioned Mercantile Fleet Auxiliaries will generally be subject to the same regulations as regards use of wireless as merchant vessels.

#### NEUTRAL OR ALLIED VESSELS.

13. *On the High Seas and in British Territorial Waters.*—Can only be interfered with if the vessel can be regarded as guilty of unneutral service. On this point the following Order was issued during the war:—

“*Merchant Ships and Control of Information.*—On any occasion in war when the success of the operations in which the British Fleet is engaged depends upon the preservation of secrecy as to its movements or the accurate and rapid transmission of intelligence or instructions, the Senior Officer conducting the operations may take the following steps, in whole or in part as he considers necessary, in order to obviate any action, whether intentional or unintentional, which may be prejudicial to the successful issue of his movements.

“2. A notification, similar to that for blockade, may be issued, informing all merchant vessels within the area concerned that naval operations are in progress, and requesting them—

“(a) To desist from the use of their wireless apparatus until further notice.

“(b) To make no entries of sighting any of His Majesty's ships, or of any wireless signals which they may intercept, emanating from any of His Majesty's ships, whether in plain language or in cypher.

“(c) Not to make signals which may interfere with the communication of His Majesty's ships.

“3. If, after the issue of this notification, any merchant vessels continue to act in disregard of the request, the Senior Officer may take such steps as in his opinion are necessary and practicable, by ordering the ship to leave the area, by prescribing her a particular course, by confiscating or disabling her instruments, destroying her records, or by capturing the ship herself according to the gravity of the offence or its consequences.

“4. It is clearly to be understood that such action is taken without prejudice to any claims for compensation which may be laid.”

14. The following Draft Regulation was drawn up in 1923 by a Conference of Jurists at the Hague:—

“In case a belligerent Commanding Officer considers that the success of the operation in which he is engaged may be prejudiced by the presence of vessels or aircraft equipped with radio installations in the immediate vicinity of his armed forces or by the use of such installations therein, he may order neutral vessels or neutral aircraft on or over the high seas:—

“(1) To alter their course to such an extent as will be necessary to prevent their approaching the armed forces operating under his command; or

“(2) Not to make use of their radio transmitting apparatus while in the immediate vicinity of such forces.

“A neutral vessel or neutral aircraft which does not conform to such direction of which it has had notice, exposes itself to the risk of being fired upon. It will also be liable to capture, and may be condemned if the Prize Court considers that the circumstances justify condemnation.”

15. This regulation has not yet been adopted internationally, but is believed to represent the generally accepted views, and should be acted upon, the procedure in paragraph 13 being adopted if considered desirable. Liability to capture and confiscation thus incurred is not extinguished by the conclusion of the voyage or flight, but shall subsist during the whole course of the war.

16. In cases of interference, not so serious as to constitute unneutral action, report of the offence should be made to the Admiralty, in order that the matter may be dealt with under the W/T conventions.

17. *In the Harbours of Great Britain and Northern Ireland* the existing powers are given by the Wireless Telegraph (Foreign Ships) Regulations, 1908 (see Appendix II). A draft of the order which will be issued by the General Post Office is also contained in Appendix III. Penalties are limited to £10 for each offence. Where these powers are insufficient, action can only be taken as explained in paragraph 5. The Defence Regulations, when issued, will be applicable (see paragraphs 3 and 4).

The procedure laid down in paragraph 10 will be applied also to foreign vessels by the Admiralty Regulations contained in Appendix IV.

#### ENEMY SHIPS.

18. On the outbreak of war, Customs Officers will arrange for the temporary dismantling of W/T on enemy vessels until such time as the apparatus (unless the vessel is covered by Days of Grace) can be completely dismantled by an expert from General Post Office or Admiralty.

#### DOMINIONS, COLONIES AND INDIA.

19. The Dominion, Colonial and Indian Governments have been asked to make similar arrangements.

#### APPENDIX I.

##### LICENCE TO ESTABLISH WIRELESS TELEGRAPH SHIP STATION.

###### *Clause 22.*

(i) If and whenever an emergency shall have arisen in which it is expedient for the public service that His Majesty's Government shall have control over the sending and receiving of messages by the station it shall be lawful for any Naval Military Customs or Police Officer or any other person authorised by the Admiralty to take possession of the station or any part thereof in the name and on behalf of His Majesty and to use the same for His Majesty's service and in that event any such officer or person so authorised may enter upon any ship on which a station is established and take possession of the station and use the same as aforesaid and subject to such use may use the same or allow it to be used for such ordinary services as may in his discretion seem fit to him or may prohibit and take steps to prevent the use of the same and issue directions which shall be obeyed by the Licensee to prevent such use.

(ii) Any such officer or person so authorised as aforesaid may in any such event as aforesaid instead of taking possession of the station as aforesaid direct and authorise such persons as he may think fit to assume the control of the sending and receiving of messages by the station either wholly or partly and in such manner as he may direct and such persons may enter upon any ship on which a station is installed accordingly or the said officer or person so authorised as aforesaid may direct the Licensee to submit to him or any person authorised by him all messages tendered for despatch or received by the station or any class or classes of such messages to stop or delay the sending of any messages or the delivery thereof or deliver the same to him or his agent and generally to obey all such directions with reference to the sending receiving or delivery of messages as the said officer or person so authorised as aforesaid may prescribe and the Licensee shall obey and conform to all such directions.

(iii) The Licensee shall obey any instructions which may be issued by the Admiralty for observance by wireless telegraph ship stations during any such emergency as aforesaid.

(iv) The Licensee shall be entitled to reasonable compensation for any damage to the station arising in consequence of the exercise of the powers conferred by Sub-Clauses (i) and (ii) of this Clause.

#### APPENDIX II.

##### THE WIRELESS TELEGRAPHY (FOREIGN SHIPS) REGULATIONS, 1908, REGULATION 5.

(1) If at any time in the opinion of one of His Majesty's Principal Secretaries of State an emergency has arisen in which it is expedient for the public service that His Majesty's Government should have control over the transmission of messages by wireless telegraphy, and notice to that effect is published by the Postmaster-General, after the publication of such notice and until further notice the use of wireless telegraphy on board foreign ships whilst in territorial waters shall be subject to such rules as may be made by the Admiralty from time to time, and such rules may prohibit or regulate such use in all cases or in such cases as may be deemed desirable.

(2) Such notice as aforesaid shall be published in the "London Gazette," the "Edinburgh Gazette," and the "Belfast Gazette," and in such other manner, if any, as to the Postmaster-General may seem fit.

#### APPENDIX III.

In pursuance of Regulation 5 of the Wireless Telegraphy (Foreign Ships) Regulations, 1908 (b), I..... His Majesty's Postmaster-General, do hereby give notice that in the opinion of the..... one of His Majesty's Principal Secretaries of State, an emergency has arisen in which it is expedient for the public service that His Majesty's Government should have control over the transmission of messages by wireless telegraphy, and that the use of wireless telegraphy on board foreign ships whilst in the territorial waters of the British Isles will be subject to such rules as may be made by the Admiralty (c).

Dated this

(b) The Regulations (1908-496) made by the Postmaster-General, 20th June, 1908, under the Wireless Telegraphy Act, 1904 (4, Edw. 7, c.24), are printed in Statutory Rules and Orders, 1908, pp. 961-963.

(c) See Admiralty Rules printed below.

#### APPENDIX IV.

##### DRAFT ADMIRALTY REGULATIONS AS TO THE USE OF WIRELESS TELEGRAPHY BY MERCHANT VESSELS.

1. The use of wireless telegraphy is prohibited in the harbours of Great Britain, Northern Ireland, and Channel Islands.

2. On entering any port or harbour the wireless telegraphy office(s) will be sealed up by the Customs Officer boarding the vessel. During the stay of the vessel in harbour access to the wireless telegraphy office(s) will only be allowed under the following condition:—If the vessel will remain in harbour for some time so that it is necessary for the wireless staff to have access to the office(s) in order to attend to the batteries, etc., the Master of the merchant vessel will be responsible for warning the Customs Officers that such access will be required in order that the Customs Officers may arrange for the breaking of the seals. The Master will be held responsible that no messages are transmitted while the office(s) is (are) open, and should state for how long access is required in order that the Customs Officers may afterwards go on board and re-seal the office(s).

3. Foreign vessels within the territorial waters of the British Isles are to restrict their use of wireless telegraphy as much as possible so as to avoid interference with British communications.

4. Any breach of these regulations renders the Masters of the offending ships liable to penalties and to the confiscation of the wireless apparatus of their ships.



## APPENDIX V.

## INSTRUCTIONS ISSUED BY ADMIRALTY.

(i) The following instructions will be issued to British vessels in areas where they would be exposed to risk of enemy action:—

No wireless message is to be sent or answered without direct orders from the Master or Officer on Watch. Wireless messages are to be restricted to distress messages, reports of foreign men-of-war, mines, or other dangers to navigation, essential messages to owners as to the service of the vessel and messages made in accordance with definite orders given by Naval representatives. No messages are to be sent on behalf of private persons.

Radio-telephony is prohibited except as necessary for the safe navigation of, or reports of foreign men-of-war or mines by, those vessels not fitted with wireless telegraphy apparatus.

(ii) In other areas the following instructions will be issued:—

Radio-telephony is prohibited for private messages. Masters are to censor all private messages for transmission by wireless telegraphy, and such messages are to be made in plain language.

#### 428.—Emergency Communication between Aircraft and Merchant Ships

(M. 4199/30.—20.2.1931.)

In a recent accident involving the forced alighting and subsequent wreckage of a Fairey IIIF floatplane, a Fleet Auxiliary vessel failed for a long time to realise that another aircraft flying low round her was endeavouring to call her by V/S to the assistance of the crew of the wrecked floatplane.

The reason for the ship's failure to appreciate the situation was stated to be that "aircraft continually fly round ships" and therefore, presumably, no special look-out for signals was considered necessary.

2. When aircraft cannot communicate with merchant ships by W/T, V/S or message-dropping are the only means of attracting the attention of auxiliary or merchant ships when conditions do not admit of the aircraft alighting alongside. Message-dropping needs special apparatus, may be unreliable and may even necessitate boat work.

3. Multi-seater aircraft may therefore use V/S to communicate with merchant ships when unable to do so by W/T. Aircraft wishing to do this for some urgent reason, such as calling attention to another aircraft in distress, will circle the ship, and after firing a succession of green Very's lights, will pass the signal.

Aircraft not fitted with means for visual signalling and wishing to call attention to some other aircraft in distress, will do so by circling the ship, firing a succession of green Very's lights, and then proceeding in the direction of such aircraft.

4. Aircraft are not to fly low round auxiliaries or merchant ships except for exercising signals in accordance with A.F.O. 227/31, or to pass an urgent message. The firing of the green Very's lights will inform the ship concerned that the communication following is a very urgent signal and not an exercise.

5. Notices to mariners and airmen have been issued to inform auxiliaries and merchant ships of the above procedure, and to prohibit British aircraft from flying low round ships except for the purpose of communicating with them.

(A.F.O. 227/31.)

#### 431.—France and French Dependencies—Regulations for use of W/T

(M.—20.2.1931.)

The following is a translation of a decree of 31st July, 1925, as amplified by decree of 10th June, 1926:—

*Article 1.*—In peace time, subject to local regulations, and also to maritime and aerial navigation, the use of radio-telegraphy and telephony in ports, roadsteads, anchorages and territorial waters of France and French

Dependencies, and also over these ports and waters is regulated by the following orders, which concern—

- (a) Foreign warships,
- (b) Foreign combatant aircraft,
- (c) French and foreign merchant ships, fishing craft and pleasure vessels,
- (d) French and foreign non-combatant aircraft.

#### CHAPTER I.

##### *Defended Ports and Naval Bases.*

*Article 2.*—Foreign warships and combatant aircraft anchored, moored up or under way in a defended port or naval base should obtain the authority of the Senior Naval Officer to use their W/T or wireless telephony.

They should first of all inform the naval authorities of the nature of this transmission, the wavelengths, the proposed hours of transmission, and also the station with which they propose to communicate.

Further, they should conform strictly to the rules laid down by the Senior Naval Officer who gives the authority.

*Article 3.*—French and foreign merchant ships and fishing craft or pleasure vessels anchored or moored up in a defended port or naval base are not allowed to use W/T or wireless telephony.

*Article 4.*—French and foreign non-combatant aircraft in a defended port or naval base are only allowed to use W/T or wireless telephony to ensure their safety. The length of messages should be cut down to a minimum.

#### CHAPTER II.

##### *Roadsteads and Anchorages in the Vicinity of Defended Ports and Naval Bases.*

*Article 5.*—Foreign warships and combatant aircraft anchored or stopping in an outer harbour or roadstead of defended ports or naval bases, also if in neighbouring anchorages of such ports and bases, come under the regulations fixed by Article 2. The necessary permission is given by the Senior Naval Officer of the defended port or naval base.

*Article 6.*—(1) French and foreign merchant ships, fishing craft and pleasure vessels anchored or stopping in the outer harbours of defended ports or naval bases are not allowed to make use of W/T or wireless telephony

(2) The Senior Naval Officer may relax this rule for ships which are unable to communicate with the shore, but only for messages concerning their service or the navigation of the vessel.

In this case the ship wishing to transmit should first ask permission of the naval station of the neighbouring defended port or naval base. If the shore station does not answer, the ship should repeat her request after an interval of 5 minutes; if the shore station does not reply in the next 5 minutes it may be considered that authority to transmit has been given.

(3) Transmissions for adjusting gear may be carried out after authority has been given by the shore station, the conditions being the same as those given in the preceding paragraph (2).

The length of transmissions should be restricted to the minimum necessary.

*Article 7.*—French and foreign non-combatant aircraft stationed in the outer harbours or roadsteads of defended ports and naval bases, also in adjacent anchorages of these ports or bases, are only allowed to use W/T or wireless telephony to ensure their safety. The length of such messages should be cut down to a minimum.

Transmissions for adjusting gear may be carried out under the same conditions as those given in paragraph (3) of Article 6.

*Article 8.*—The preceding regulations in Articles 5, 6 and 7 for outer anchorages of defended ports and naval bases, and for adjacent anchorages are also applicable to exercise roadsteads of the French Fleet if French war vessels are actually present in the aforesaid roadsteads.

The Senior Officer of such ships has the right to authorise and regulate, as provided for in Articles 2 and 6. The W/T installation of his ship plays the same rôle as the shore station in paragraph (2) of Article 6.

## CHAPTER III.

*Ports, Roadsteads and Anchorages not defined in Chapters I and II.*

*Article 9.*—Foreign warships and also foreign combatant aircraft anchored or stopped in ports, roadsteads or anchorages not coming under previous provisions should conform to the following rules:—

- (1) Avoid blocking the communications of the French service stations or station working under the control of the French authorities.
- (2) Communications to be cut down to a minimum when using gear which does not transmit pure and non-modulated continuous waves.
- (3) Not to use 600-m. wave except to send or answer a signal of distress.
- (4) Not to use 900-m. wave except when communicating with aircraft.
- (5) If a French naval force or warship is in the same port, roadstead, or anchorage, the Senior Officer of the French ship should first be consulted.

*Article 10.*—(1) French and foreign merchant ships, fishing craft or pleasure vessels anchored or stopping in the ports, roadsteads and anchorages not coming under previous provisions are not allowed to use W/T or wireless telephony.

(2) Radio messages are, however, allowed in these roadsteads and anchorages, when they concern navigation or the vessel's service, if this vessel is unable to communicate with the shore.

These same communications may, under special circumstances, be allowed in ports and roadsteads and anchorages outside the home ports when these places are not provided with other means of communication with their next port of call.

(3) Transmissions for adjusting gear may be carried out after permission has been obtained from the chief of the nearest official station, if there is such a one within 20 kilometres from the ship, and without permission if there is no station within that distance. These transmissions should be as brief as possible.

(4) If a French naval force or warship happens to be in the port, roadstead or anchorage, the Senior Officer of this force, or the Commanding Officer of the ship, should be consulted beforehand.

*Article 11.*—French and foreign non-combatant aircraft flying over or stopping in ports, roadsteads and anchorages not defined above are not allowed to make use of W/T or wireless telephony except to assure their regular air service and their own safety. Their transmissions should be as brief as possible.

For adjustment of their gear they should follow the orders given in paragraphs 3 and 4 of Article 10.

## CHAPTER IV.

*Territorial Waters.*

*Article 12.*—In territorial waters outside ports, roadsteads or anchorages covered by Chapters I, II and III—

(1) W/T on non-modulated continuous waves may be used freely.

(2) For using continuous modulated wavelengths or "on spark," foreign warships, foreign combatant aircraft, French and foreign merchant ships, fishing craft and pleasure vessels, and also French and foreign aircraft should conform to paragraphs 1, 2, 3 and 4 of Article 9.

★(3) Nevertheless, the use of a 600-m. wave is permitted to call up a coastal station or to answer a call.

Telegrams must, however, be transmitted on a wavelength sufficiently different from the 450-m., 600-m., and 800-m. waves to avoid confusion with these waves.

Apart from cases of distress, the exchange of telegrams when within territorial waters must be restricted to a minimum.

## CHAPTER V.

*Various Directions.*

*Article 13.*—The reception of W/T is authorised under the proviso that it does not interfere with neighbouring receptions.

*Article 14.*—All sending and receiving should at once cease if the order is given by a naval authority, or a service station, or a station working under French Government control.

*Article 15.*—The present decree is applicable in France, in French colonies and countries placed under the protection or the mandate of France.

The Ministries of Foreign Affairs, War, Navy, Colonies, Interior, Public Works, Commerce, Industry, Ports, Telegraph and Telephones, as far as each is concerned, are directed to ensure the application of these regulations.

*Article 16.*—The present decree cancels all previous measures in a contrary sense, and notably paragraphs 2 and 3 of Article 7 of the decree of 10th November, 1923.

**432.—Poland—Use of W/T by Foreign War Vessels**

(M. 522/31.—20.2.1931.)

The following is a translation of an order dated 8th October, 1930, concerning the use of wireless in Polish ports and territorial waters. This order was published in the Polish Journal of Laws on 11th December, 1930 :—

ORDER OF THE MINISTERS OF POSTS AND TELEGRAPHS, OF WAR, OF INDUSTRY AND COMMERCE, AND OF COMMUNICATIONS, DATED 8TH OCTOBER, 1930, regarding wireless communication in Polish ports and waters.

On the basis of Articles 7, 9 and 48 of the Law of 3rd June, 1924, regarding posts, telegraphs and telephones (Journal of Laws No. 58, Item 584) and of Article 2 of the decree of the President of the Republic, dated 19th January, 1927, regarding the establishment of the Ministry of Posts and Telegraphs (Journal of Laws No. 5, Item 26) the following is decreed :—

*Wireless Communication in Naval Ports.*

1. Foreign warships and foreign military aircraft lying in naval ports or in the roadsteads thereof should obtain permission from the competent authorities for the sending of messages by wireless-telegraph or telephone, submitting at the same time particulars of the length and type of wave and the proposed time and hours of despatch.

2. No foreign or Polish mercantile vessels lying within the boundaries of naval ports have the right of sending messages by wireless-telegraph or telephone.

3. Foreign and Polish civil aircraft have the right of sending wireless-telegraph or telephone messages only in the case of danger and/or forced landing on shore or on the sea within the area of the naval port.

4. The sending of signals within the boundaries of naval ports for the purpose of tuning in to mercantile vessels and military or civil aircraft, should be restricted to indispensable cases, and then only by permission of the naval coastal wireless station and in accordance with the prescriptions of paragraph 1.

*Wireless Service in Mercantile Ports.*

5. Foreign warships and foreign military aircraft lying in mercantile ports should, when sending messages by wireless-telegraph or telephone, comply with the following instructions :—

(a) avoid disturbing the operations of land stations;

(b) restrict the sending of messages to indispensable cases, provided that they are not sent on wave "A.1," i.e., non-extinguished waves, the subsequent vibrations of which possess a constant amplitude;

- (c) use wave 500 kc/s. (600 metres) only in cases of S.O.S. calls or in replying to them, and/or S.O.S. calls;
- (d) use wave 333 kc/s. (900 metres) only for communication with aircraft.

6. Foreign and Polish mercantile and other vessels lying in mercantile ports have the right to send messages only in exceptional cases, when there are no other means of communication with land, and then only with the consent of the nearest coastal station.

7. The sending of signals for the purpose of tuning in to stations should be restricted to a minimum and should be by permission of the nearest coastal station.

8. Foreign and Polish aircraft may send messages only in cases relating to the safety of aerial navigation and in cases of forced landings on the shore or on the sea within the area of the commercial port.

#### *Wireless Communication in Territorial Waters.*

9. Ships and vessels and aircraft of every type lying in or flying over Polish territorial waters should, when sending messages, comply with the following regulations:—

- (a) the use of "A" wave, *i.e.*, non-extinguished is not subject to any restrictions;
- (b) the use of other wave lengths when communicating with moveable or land stations should be restricted to the most indispensable cases caused by the requirements of navigation;
- (c) the using of a wave of 500 kc/s. (600 metres) is allowed only for the purpose of tuning in to stations or in cases of calls for assistance and replies to them.

#### FINAL RESOLUTIONS.

10. All communication in ports and on Polish territorial waters should be suspended at the request of the competent authorities of the Polish War Marine and—in cases of mercantile vessels—also at the request of the nearest Polish coastal wireless station.

11. The receipt of wireless messages is allowed under the condition that no interruption is caused to wireless communication.

12. The present order comes into force on the day of its publication, and is binding in all ports and territorial waters of the Republic of Poland.

### **733.—Instructions for Reporting Movements of H.M. Ships in Peace Time**

(M. 4658/30.—27.3.1931.)

#### H.M. SHIPS.\*

##### *General Instructions.*

- 1. (a) Reports of arrivals and departures are to give the names and type† of ships, whither departing, and date.
- (b) All reports are to state what authorities have been informed.

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\* All ships flying the white ensign except vessels of the Royal Yacht Squadron.

† See Coding Instructions, Art. 106.

(c) Arrivals and departures are to be reported by telegram by one of the following authorities, in the order named:—

- (i) At Intelligence Centres abroad, the S.O. (I).
- (ii) The Commander-in-Chief or other resident naval authority at the port.
- (iii) The Commander-in-Chief or Senior Naval Officer afloat, if there is no resident naval authority.†
- (iv) The Commanding Officer of the ship concerned, if there is no authority as in (i), (ii) or (iii).

(d) The ships concerned are to give the necessary information to the officer responsible for reporting their arrival or departure, except when the orders for these movements have come through or from that officer.

(e) The officer responsible for the issue of sailing orders to ships not supplied with these instructions is to provide them with the necessary directions for reporting their movements.

(f) Commanders-in-Chief of adjacent stations or commands will arrange for the interchange of reports of movements of vessels and aircraft of which it is desirable they should have cognisance, such as those from one station to another, those of special interest or political importance, or those in the vicinity of the border line between stations.

2. All arrivals and departures of H.M. ships, except those of a ship or squadron proceeding to sea for exercises and returning to the same port within one or two days, are to be reported as follows:—

- (i) To the Admiralty.
- (ii) To the Commander-in-Chief or Senior Officer of the Command, Fleet, Squadron or Flotilla to which the ship belongs. In Fleets which are organised in separate squadrons or flotillas, it is left to the discretion of the Commander-in-Chief or Senior Officer whether movements of individual ships are reported to him as well as to the Commander of the individual squadron or flotilla.

At present the arrangements are as follows:—

*Home Fleet*, to Commander-in-Chief, Home Fleet, as well as to the Senior Officer of the squadron or flotilla. Home Fleet Destroyers report to the Commodore (D) as well.

*Mediterranean Fleet*, to Commander-in-Chief, as well as to the Senior Officer of the squadron or flotilla. Mediterranean Fleet Destroyers report to the Rear-Admiral (D) as well.

*Reserve Fleet*, to Vice-Admiral, Reserve Fleet, as well as to the Senior Officer of the squadron.

*Submarines at Home, other than Home Fleet Submarines*, to the Rear-Admiral (S) as well as to their own Senior Officer.

- (iii) To the Officer-in-Charge at the port of destination and other authorities who may have to take action as a result of the movement. For example, a port authority who has to arrange for berthing, fuelling, etc.
- (iv) Ships passing through or into Home Commands and foreign stations must be reported to the Commander-in-Chief. Ships leaving to join a foreign station are, in addition to other authorities concerned, to have their initial departure reported to the Commander-in-Chief of that station. For example, the departure of a ship from Portsmouth for China, via the Mediterranean, is to be reported to the Commanders-in-Chief, China and Mediterranean, through their respective Intelligence Centre, to the Rear-Admiral, Gibraltar, if the ship is calling there, and to any other authority concerned.

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† In view of the lack of facilities for signal and W/T communication at the disposal of the King's Harbour Master at Invergordon, the responsibility for the reporting of arrivals and departures of H.M. ships in the Cromarty Firth is to be undertaken by the Senior Naval Officer afloat. All reports by the Senior Naval Officer afloat in accordance with these instructions are to be repeated to the King's Harbour Master, Invergordon.

- (v) All movements of H.M. Dominion ships operating away from their home waters are to be reported by the authorities mentioned in paragraph 1 (c) to the Dominion Naval Authority concerned as well as to the authorities quoted in paragraph 2.

*Intelligence Centres.*

3. The Intelligence Centre on a foreign station is an important factor in the reporting organisation. The most simple and economical procedure in some instances is for ships to report to the Intelligence Centre only, and for the latter to inform the Admiralty and/or other authorities concerned. In other cases, especially when ships are in direct touch by W/T, it is quicker and more economical to report to the Admiralty and/or the Commander-in-Chief without going through the Intelligence Centre. In such cases movements which are carried out in accordance with programmes already known to the Intelligence Centre need not be reported to the S.O. (I). Other than routine movements on foreign stations are, however, to be reported to Intelligence Centres in addition to other authorities.

*America and West Indies Station.*

4. The movements of H.M. and H.M.C. ships cruising in the Canadian Intelligence Area are to be reported through the appropriate sub-centre to Ottawa, such movements in the Canadian-Pacific area being reported by Esquimalt to Ottawa, and Ottawa informing the Admiralty and other authorities concerned. The movements of H.M.C. ships cruising in the Imperial Intelligence Area are to be reported to Ottawa as well as to the Admiralty.

*Mediterranean Station.*

5. Red Sea sloops, and any other vessels temporarily employed in the Red Sea, are to report their movements in accordance with the special instructions issued by the Commander-in-Chief.

*East Indies Station.*

6. (a) *Persian Gulf*: Arrivals and departures of the Senior Officer's ship only are to be telegraphed to the Admiralty; others are to be reported as arranged locally. A monthly statement of all arrivals and departures is to be forwarded by post to the Admiralty by the S.O. (I), Colombo.

(b) The Admiralty will inform S.O. (I), Colombo, by telegram of all Admiralty oilers allocated for discharge of cargoes, etc., at ports on the East Indies Station, together with particulars of their subsequent movements.

(c) The Admiralty Inspector of Oil Fuel, Abadan, is to telegraph to the S.O. (I), Colombo, reports of arrivals and departures of all oilers employed on Admiralty service.

*China Station.*

7. Reports of movements of Yangtze and West River gunboats are not to be telegraphed to the Admiralty unless specially ordered. A monthly statement of all movements of these vessels is to be forwarded by post to the Admiralty by the Senior Naval Officer, Yangtze and Senior Naval Officer, Hong Kong.

(Note—Paragraph 7 above and clause 7 of Chapter VI of C.B. 3000 (31) are in abeyance so far as the River Yangtze is concerned, and reports of movements of H.M. Ships on the Yangtze are, for the present, to be made in accordance with the instructions contained in China Station Intelligence Orders, paragraph 46.)

*Australia Station.*

8. Arrivals and departures are to be reported to the Navy Office, Melbourne, who will advise the Admiralty. Intelligence sub-Centres are to be utilised for reporting movements as defined in paragraph 3 above.

*Fleet Auxiliaries, etc.*

9. (a) Mercantile war vessels will be reported in the same manner as H.M. ships. Other Fleet Auxiliaries, which include all sea-going vessels, whether commissioned or not, employed on naval service, other than tow vessels, are to be reported in the same manner as H.M. ships, except that the Master is to be instructed that at ports where there is no naval authority he

is to report only to the Intelligence Centre or sub-Centre of the Station or Command in which the movement takes place. The Centre or sub-Centre is to inform all authorities concerned, in accordance with the provisions of paragraph 2 above. This instruction applies also to yard craft attached to dockyards, victualling yards and Armament Supply Depôts.

Attention is drawn to paragraph 1 (e) of this Order.

(b) Vessels on Admiralty time charter fly the blue ensign, and are to be reported as provided in the preceding paragraph.

R.F.A. oilers when chartered to private firms, however, fly the red ensign, and their movements are not to be reported.

(c) Arrivals and departures of British dockyard craft are reported in the daily *D.40* return. Telegraphic reports are only required when they are proceeding from one Command to another or are engaged in long distance towage or similar service. Reports in these cases are to be made to the Admiralty and the Commander-in-Chief of the Command in which the next port of call is situated.

(A.F.O. 1123/30.)

### 1183.—*Issued Confidentially.*

### 1442.—Yachts—Abuse of Special Ensigns

(N.L. 1598/31.—12.6.1931.)

A growing abuse of the White, Blue and defaced Red Ensigns and of the Union Flag by private yachts makes it necessary to draw the attention of the Commanding Officers of H.M. ships to Article 129 of the King's Regulations and Admiralty Instructions.

2. No private yacht belonging to any British subject is entitled to fly any national colours other than the *undefaced* Red Ensign or the Union Flag *with a white border* (i.e., the pilot flag) unless she carries on board at the time a warrant authorising her to fly a special ensign. No such warrant to a private yacht is effective unless the date of issue is subsequent to 31st October, 1927. A warrant has no force or effect (a) when the yacht ceases to be registered as a British ship, (b) when the yacht is sailed otherwise than by the owner in person, (c) when the yacht is used for any commercial purpose, or (d) when the owner mentioned in the warrant ceases to be a member of the Yacht Club mentioned in the warrant. Thus the special ensign may not be flown unless the owner is on board in person or in effective control of the yacht when she is in harbour or at anchor near the shore. If a yacht authorised to fly a special ensign is lent or chartered, the special ensign may no longer be flown under the warrant issued to the owner. If she is lent or chartered to another member of the same club, a temporary warrant is issued for the period of the charter or loan.

3. When occasion offers, a Commissionsed Officer should visit British yachts wearing a special ensign and require the owner or other person in charge to produce his authority to hoist the ensign. If, as the result of such an enquiry, the Commanding Officer is satisfied that the special ensign is being flown without a warrant, in contravention of Section 73 of the Merchant Shipping Act, 1894, and with no colour of right, he should send a letter to the person in charge drawing his attention to the 73rd Section of the Merchant Shipping Act, and if the ensign is not hauled down within a reasonable period, he may cause the ensign to be hauled down and may remove it. In foreign waters, it will be appreciated that this power must be exercised with special discretion and it may be desirable to obtain the co-operation of the British Consul: in any case, the officer will need to be certain that the yacht is a British yacht. If a yacht has a warrant to fly a special ensign but the ensign is flown irregularly when the warrant is ineffective (e.g., when the owner is not in control) the person in charge of the yacht should be instructed to discontinue the irregular use of the ensign and the facts should be reported to the Admiralty.



**1488.—Singapore Naval Base—Status**

(M. 2330/31.—19.6.1931.)

The following procedure concerning H.M. Naval Base, Singapore, has been approved:—

- (a) Singapore base to be called Tamar III (Singapore).
- (b) All Naval officers and men employed at Singapore to be borne on books of Tamar III.
- (c) All certificates and papers relating to this personnel to be kept in the Captain-in-Charge's office at Singapore, just as if he were Captain of a ship called Tamar III.
- (d) The Naval Accountant Officer at Singapore to be regarded as the Accountant Officer of Tamar III.
- (e) It should be unnecessary for H.M.S. "Tamar" at Hong Kong to keep the original service certificates or any papers relating to the Singapore personnel.

2. In order to avoid the possibility of letters for Singapore being sent to Hong Kong in error, the words "Tamar III (Singapore)" should always be included in the address.

**1555.—Netherlands—Regulations for Admission of Foreign Military Aircraft**

(M. 2631/31.—26.6.1931.)

The following translation of a Netherlands Royal Decree, dated 29th April, 1931, regulating the admission of foreign military aircraft into the Netherlands is promulgated for information, with reference to A.F.O. 1848/31:—

Translation.

"STAATSBLED" OF THE KINGDOM OF THE NETHERLANDS.

(No. 179.) Decree of April 29th, 1931, regulating the admission of foreign military aircraft into Netherland jurisdiction.

WE WILHELMINA, etc.,

Have determined to fix the following regulations concerning the admission of foreign military aircraft into Netherland jurisdiction, and their participation in aerial intercourse there.

**ARTICLE 1.**

In the present Decree there shall be understood by—

- (a) *Foreign military aircraft*: all aircraft of foreign nationality under the command of an officer of foreign nationality who has been designated for the purpose by the competent authority.
- (b) *Netherland jurisdiction*: the territory of the Kingdom in Europe, including the territorial waters, as well as the air space above this territory.
- (c) *Our Minister*: Our Minister of Defence.

**ARTICLE 2.**

(1) Without the permission of Our Minister foreign military aircraft may not enter Netherland territory or exercise aerial navigation therein.

(2) Such permission shall at the same time serve as an exemption from the provision of the first paragraph of Article 6 of the Air Navigation Law\* regarding the carrying of distinctive marks.

\* Paragraph 1 of Article 6 of the Air Navigation Law reads as follows:— It is forbidden to exercise aerial navigation except with a Netherland aircraft, or an aircraft registered abroad by or by order of the competent authority, and carrying the distinctive mark of nationality and registration provided for by law or treaty.

## ARTICLE 3.

• The request for the grant of the permission referred to in the preceding Article must be made via the diplomatic channel accompanied by a statement of—

1. The number and type of the aircraft and the distinctive marks carried by them;
2. The number and functions of the occupants;
3. The route desired for the aircraft;
4. The desired landing places;
5. The probable time of arrival and departure.

## ARTICLE 4.

If the permission referred to in Article 2 has been granted, it shall be forbidden for the aircraft to depart from the route which has been permitted, which route must be followed direct and without stopping on the way.

## ARTICLE 5.

- (1) It is forbidden to carry in foreign military aircraft—
  - (a) Weapons in so far as in the opinion of Our Minister they do not form part of the equipment of the aircraft;
  - (b) Ammunition, bombs, torpedoes or other projectiles;
  - (c) Photographic apparatus.
- (2) It is forbidden to make use of parachutes for the purpose of leaving foreign military aircraft.
- (3) Our Minister may grant exemption from the provision laid down in section (c) of the first paragraph.

## ARTICLE 6.

The civil or military authorities who have been designated for the purpose by Our Minister shall present to the Commander of foreign military aircraft after landing, a form to be fixed by Our Minister and containing certain questions, which form must be filled up to the best of his knowledge.

## ARTICLE 7.

A foreign military aircraft which proceeds through the air within Netherland jurisdiction, shall conduct itself according to the rule in force in this country concerning landing on the nearest aerodrome as soon as the signal to that effect is given.

## ARTICLE 8.

The provisions of Articles 2, 4, 5, second paragraph, and 7 shall not apply to foreign military aircraft in case of circumstances amounting in Our Minister's opinion to "force majeure."

## ARTICLE 9.

(1) A foreign military aircraft which after having received the permission referred to in Article 2, carries out a landing within Netherland jurisdiction, shall, in so far as applicable, enjoy the same privileges as have been granted to foreign warships by Our Decree of October 30th, 1909 ("Staatsblad" No. 351) as subsequently modified.

(2) The privileges mentioned in the preceding paragraph shall not be enjoyed by foreign military aircraft which have landed within Netherland jurisdiction in consequence of circumstances as mentioned in Article 8, or which have been ordered by signals or other means to do so.

## ARTICLE 10.

Foreign military aircraft shall be obliged to respect the existing police, fiscal and sanitary laws, and to submit to all local regulations, in so far as Netherland military aircraft are bound to do so.

## ARTICLE 11.

(1) Commanders of foreign military aircraft which, when within Netherland jurisdiction, transgress one of the provisions of the present Decree, may be ordered by Our Minister to depart with the aircraft under their command and their crews; if necessary they shall be compelled by force to do so.

(2) We reserve to ourselves the right in times of war, impending war, or in connection with maintenance of neutrality and further in other exceptional circumstances, to restrict the presence of foreign military aircraft within Netherland jurisdiction, permitted by virtue of this Decree.

(3) In any case foreign military aircraft shall be bound to depart within two hours in order to leave Netherland jurisdiction by an indicated route, as soon as they shall have received an invitation from Our Minister to do so.

Our Ministers of Defence, of Ways and Communications, and of Foreign Affairs shall be entrusted with the carrying out of the present Decree, which shall be published in the "Staatsblad," and of which a copy shall be sent to the Council of State.

The Hague, April 29th, 1931.

WILHELMINA.

(Signatures  
of Ministers.)

Issued the twelfth of May, 1931.

The Minister of Justice,

J. DONNER.

(A.F.O. 1848/31.)

### **\*1739.—Visits of H.M. Ships to Foreign Ports—Salutes**

(M. 1642/31.—17.7.1931.)

When one of H.M. ships, which is not a saluting ship, is about to visit a foreign port, where a salute would usually be given, the Commanding Officer should inform the local authorities direct, or through the British Consul, that the ship is not a saluting ship.

### **1848.—Netherlands—Regulations for Admission of Foreign Warships**

(M. 3356/31.—31.7.1931.)

The following translation of a Royal Decree dated 2nd June, 1931, laying down rules concerning the admission into Netherland jurisdiction of foreign warships and of the aircraft on board thereof is promulgated for information and guidance.

*Translation.*

"STAATSBLAD" OF THE KINGDOM OF THE NETHERLANDS.

(No. 237.)

DECREE of June 2nd, 1931, laying down new rules concerning the admission into Netherland jurisdiction of warships of foreign Powers, together with the stationary aircraft on board thereof.

WE, WILHELMINA, etc.,

Having regard to the Decree of October 30th, 1909, as modified by the Royal Decrees of November 15th, 1923, and of July 21st, 1928, laying down "Rules in respect of the admission of warships of foreign Powers into Netherland territorial waters and into the Netherland water area situated within such territorial waters";

Considering that it is expedient to lay down new rules concerning the admission of warships of foreign Powers into Netherland jurisdiction and at the same time to lay down regulations respecting stationary aircraft on board thereof;

Have determined to provide as follows:—

Rules concerning the admission into Netherland jurisdiction of warships of foreign Powers, together with the stationary aircraft on board thereof.

## ARTICLE 1.

In the present decree there shall be understood by *Netherland jurisdiction*:—The territory of the Kingdom in Europe, including the territorial waters as well as the air space above this territory.

## ARTICLE 2.

The Royal Decree of October 30th, 1909, as subsequently modified by the Royal Decrees of November 15th, 1923, and of July 21st, 1928, is hereby withdrawn.

## ARTICLE 3.

1. Without prejudice to the provision of the second paragraph, warships of foreign Powers, together with the stationary aircraft on board thereof, shall be allowed, without previous permission, to proceed from the sea into Netherland jurisdiction, provided this takes place in order to reach by the shortest way, and with due observance of the provisions of Article 4, the roadstead or harbour situated nearest to the sea, in order to anchor there, and provided the number of warships, including those under the same flag already within Netherland jurisdiction, does not exceed three.

Foreign military aircraft, whether belonging to warships or not, shall always require previous permission to fly over or navigate territory within Netherland jurisdiction. In this regard reference is made to the Decree regulating the admission of foreign military aircraft.

2. Our Minister of Defence's previous permission (as mentioned in Article 8) shall be required for entering the following estuaries and for navigating the inland waters of Netherland jurisdiction.

These estuaries are those of:—

Terschelling.  
Texel.  
Ymuiden.  
Hook of Holland.  
Goeree.

3. The inland waters within Netherland jurisdiction include all the waters situated within the inner limit of the territorial waters, and in particular, all rivers, canals, lakes, and pools within the frontiers of the country.

4. The limitation in number mentioned in the first paragraph shall not prevent the free passage of warships through the territorial waters in so far as such free passage is recognised in international law.

## ARTICLE 4.

1. When navigating the estuaries and inland waters within Netherland jurisdiction, warships of foreign Powers and their boats shall not be permitted to proceed outside the buoyed channels of which the State pilots make use on behalf of shipping.

2. The determination of the ship's position and the taking of soundings shall only be permitted in so far as required for safe navigation.

3. We reserve to Ourselves the right to cause the strict observance of this provision to be controlled by causing the ship to be accompanied by an officer of the Royal Navy or an official of the Pilotage Service.

## ARTICLE 5.

In special cases permission can be granted by Us for the rule laid down in Article 3 in regard to the number of warships to be departed from.

## ARTICLE 6.

1. The stay of warships of foreign Powers within Netherland jurisdiction may not exceed fourteen consecutive days.

In special cases Our Minister of Defence may grant permission for a stay longer than that provided for in the preceding sentence.

2. Without the permission of Our Minister of Defence, the same warship may not, after its departure, again enter one of the estuaries within Netherland jurisdiction within thirty days.

## ARTICLE 7.

1. The restrictive prohibitions of Articles 3 and 6 shall not apply:—

(a) To the warship on board which, according to the standard or flag flown, there is a Reigning Sovereign, a Member of a Reigning Royal House, the President of a Republic or the Head of a Legation in the Netherlands of a foreign Power or the Head of a Mission of a foreign Power proceeding to the Netherlands; and to the escorting warships with the aircraft on board.

(b) To cruisers for the police supervision of fisheries in the North Sea by the Powers for which the Convention of May 6th, 1882, is in force.

(c) To warships of foreign Powers which are intended exclusively for religious, scientific, or humanitarian purposes.

(d) To warships of foreign Powers in cases of distress, danger from the sea, or damage; as soon as in the opinion of Our Minister of Defence these causes cease to exist, the provisions of Articles 3 and 6 shall again enter into operation.

2. The exceptions to the restrictive prohibitions mentioned in points (a), (b) and (c) shall only apply in respect of the Powers which observe the same procedure towards Netherland warships.

## ARTICLE 8.

1. The permission referred to in the second paragraph of Article 3 must, in so far as it is not obtained via the diplomatic channel, be applied for:—

2. (a) By wireless through the intermediary of the Commander of the Navy at *Willemsoord*;

3. (b) If no wireless installation is available, by signals to the coastguard post situated nearest to the estuary; or, if the warship is already on a roadstead or in a harbour, in writing, through the intermediary of the Commander of the warship stationed there or of the naval authority in command there.

If no warship is stationed there or no naval authority is locally in command, the permission should be applied for:—

(1) For the estuaries named in the second paragraph of Article 3 and the inland waters within Netherland jurisdiction situated within those estuaries, through the intermediary of the Commissioners of the Pilotage Service at Terschelling, Ymuiden, Hook of Holland, or Hellevoetsluis respectively.

(2) For the inland waters situated within the other estuaries and for rivers and canals near the frontier of the State on the land side, through the intermediary of the Commissioner of the Pilotage Service; failing such a Commissioner, through the intermediary of the State Harbour Master or, if neither of these authorities is available, through the intermediary of the Burgomaster of the port situated nearest to the State frontier.

## ARTICLE 9.

The authority mentioned in Article 8 shall offer to the Commander of the foreign warship a copy of the present provisions and a form fixed by Our Minister of Defence containing certain questions, which form should be completed as soon as possible, to the best of the Commander's knowledge and forwarded to the authority who furnished it, for transmission to the Minister of Defence.

## ARTICLE 10.

1. When permission to enter has been granted via the diplomatic channel, the State Pilots stationed outside the estuaries and harbours shall be informed if possible.

2. In general these pilots are acquainted with the contents of these provisions and with the existence or non-existence of opportunity to answer a salute to the Netherland flag.

3. So far as necessary they shall communicate the foregoing to the Commander of the foreign warship which they are piloting and shall furnish any further information desired concerning the foregoing provisions.

#### ARTICLE 11.

1. Warships of foreign Powers with the stationary aircraft on board, when within Netherland jurisdiction, may, subject to the restrictions mentioned in the second paragraph, use their wireless installations provided they observe the General Regulations annexed to the International Radio Telegraph Convention of Washington of 1927.

2. Warships of foreign Powers with the stationary aircraft on board, when in a Netherland harbour or on a Netherland roadstead, shall require for the use of their wireless installations, to receive permission to do so from the naval authority there, or in the absence of any naval authority, from the harbour authority there.

The provision of the first paragraph concerning the General Regulations annexed to the International Radio Telegraph Convention shall also apply in this respect.

The use of the 600-metre wave is forbidden except in cases of emergency.

3. The authorities mentioned in the second paragraph shall likewise be authorised to withdraw the permission which has been granted, should it be necessary to do so.

#### ARTICLE 12.

Warships of foreign Powers shall be obliged to respect the existing police, sanitary, and fiscal laws and ordinances, and to submit to all harbour regulations in so far as warships of the Royal Navy are bound to do so.

#### ARTICLE 13.

1. Warships of foreign Powers may not, within Netherland jurisdiction, carry out any hydrographic or land surveying, carry out practice in landing, and, without the permission of Our Minister of Defence, hold any gun, torpedo, searchlight or mine practice, nor may submarines navigate submerged.

2. Without the permission of Our Minister of Defence the aircraft belonging to the equipment of a warship may not navigate the air; if such permission is granted they shall, when making air journeys, have to observe the rules laid down in the Decree respecting the admission of foreign military aircraft.

In addition to these rules, Our Minister of Defence may fix further restrictive provisions or prohibitions.

3. The ship's boats may not navigate otherwise than unarmed.

4. The crew may not come on shore otherwise than unarmed; this shall not apply to officers and under-officers in so far as the sword or poniard belonging to their uniform is concerned.

5. If on the occasion of funeral ceremonies on shore it is desired to depart from the prohibition contained in the fourth paragraph of this article, application for permission to do so must be made to Our Minister of Defence through the intermediary of the authorities mentioned in Article 8.

6. No sentences of death may be executed on board warships of foreign Powers within Netherland jurisdiction.

#### ARTICLE 14.

Warships of foreign Powers within Netherland jurisdiction which, or the aircraft of which, transgress the above mentioned provisions, may be ordered by Our Minister of Defence to depart; if necessary they may be compelled by force to do so.

#### ARTICLE 15.

1. These provisions shall apply in time of peace and toward warships with stationary aircraft on board, of foreign Powers which are not involved in a war.

2. We reserve to Ourselves the right in times of war, danger of war or of the maintenance of neutrality, and further in other special circumstances, to restrict or to forbid entirely the admission of warships of foreign Powers into Netherland jurisdiction; and likewise to withdraw wholly or partly the permission to use wireless installations, or not to grant any permission.

3. Warships of foreign Powers with their aircraft which by virtue of the present Decree are within Netherland jurisdiction, shall in any case be obliged to put to sea within six hours as soon as they shall have received an invitation to do so from Our Minister of Defence.

Our Ministers of Defence, of Foreign Affairs, of Ways and Communications, and of Justice shall be entrusted with the execution of the present Decree, which shall be published in the "Staatsblad" and of which a copy shall be sent to the Council of State.

The Loo, June 2nd, 1931.

WILHELMINA.

(Signatures of Ministers).

Issued, the twenty-second of June, 1931.

The Minister of Justice,

J. DONNER.

The regulations concerning foreign military aircraft referred to in the above Decree are contained in A.F.O. 1555/31.

(A.F.O. 1555/31.)

### **\*2288.—Spanish Flag Officers—Abolition of certain Ranks**

(M./N.I.D. 946/31.—25.9.1931.)

The following is an extract from a decree published in the Spanish "Diario Oficial":—

#### *First Article.*

It has been decided to abolish the ranks of Captain-General of the Fleet, and of Admiral, suppressing vacancies which may occur in these ranks until their extinction.

#### *Second Article.*

Those who at present hold the ranks of Captain-General and Admiral will retain them, carrying out, under the same conditions as previously, the duties assigned to their office.

### **2412.—Dartmouth Harbour—Berthing Facilities**

(N.L. 2911/31.—9.10.1931.)

Some difficulty has recently been experienced in securing adequate berthing facilities for H.M. ships in Dartmouth Harbour, owing to the congestion caused by the presence of merchant and other vessels.

2. All intended visits of H.M. ships to that port should therefore be reported as long in advance as possible to the Commander-in-Chief, Plymouth, in order that the state of the harbour and the moorings at the time may be investigated.

## 1932

## 72.—Oil Pollution of Navigable Waters

(M. 5417/31.—8.1.1932.)

*Oil in Navigable Waters Act, 1922.*—The Oil in Navigable Waters Act, 1922, has provided for control of private and commercial stocks of oil on land adjacent to navigable waters, or in ships and vessels in territorial waters of Great Britain and Northern Ireland and the waters of harbours therein. The provisions of the Act do not, however, apply to Crown vessels of any description. It is, however, desirable that H.M. Ships and Fleet Auxiliaries should comply with the provisions of the Act so far as conditions permit.

2. All possible precautions are to be taken to prevent the pollution of harbours, docks and waterways.

3. Admiralty oilers let out on charter to private firms cannot, however, be considered as exempt from the provision of the Act as the Masters of such vessels are liable to all orders and instructions regarding employment which they may receive from the Charterers.

4. Copies of the Act will be supplied on demand from the Superintendent, West India Docks, to H.M. ships and vessels in home waters, and will be distributed, accompanied by copies of the present Order to all Admiralty oilers, including those under management.

5. *Oil Pollution of Navigable Waters—Convention.*—The recommendations of the International Conference held at Washington in 1926 in connection with oil pollution of navigable waters have been accepted in principle by H.M. Government, and the main recommendation that oil should not be discharged within 50 miles of a coast is being voluntarily adopted by British shipowners.

6. Pending conclusion of the Convention and definition of the areas to which it will apply, H.M. ships and Royal Fleet Auxiliaries should comply, subject to the exigencies of H.M. Service, with the provisions of Article II within 50 miles of any coast.

7. The "Draft of Convention" is printed below.

## DRAFT OF CONVENTION

The Governments of

desiring to take action by common accord to prevent pollution of navigable waters by oil or oily mixtures discharged from vessels, have resolved to conclude a Convention for this purpose, and have appointed as their Plenipotentiaries:

Who, having communicated to each other their respective full powers, found to be in good and due form, have agreed as follows:—

## I.

The respective Governments may establish areas in waters adjacent to their coasts within which discharge from the vessels specified in Article III of oil or oily mixtures as defined in Article II shall be prohibited, in accord with the following principles:—

- (a) In the case of coasts bordering the open sea, such areas shall not extend more than 50 nautical miles from the coast, except that, if such extent is in particular instances found insufficient because of peculiar configuration of the coast line or other special conditions, such areas may be extended to a width not exceeding 150 nautical miles.
- (b) In case the Government of any country desires to prescribe an area any part of which may be within 150 nautical miles of the coast of another country, that Government shall inform the Government of such other country before the area is prescribed.
- (c) Due notice of the establishment of any area or areas, and of any change thereof, shall be given to the Governments of maritime states, in the form of charts or otherwise, by the central agency mentioned in Article VII.



## II.

The discharges which may be prohibited in any area prescribed pursuant to Article I are (a) crude, fuel or diesel oil, or (b) any mixture containing more than .05 of one per cent. of such oil, or having a content of such oil sufficient to form a film on the surface of the sea visible to the naked eye in daylight in clear weather.

## III.

The vessels which may be affected pursuant to the provisions of Article I are all sea-going vessels other than war vessels, carrying crude, fuel or diesel oil, in bulk as cargo or as fuel for boilers or engines. Special provisions may be adopted to meet the case of small vessels, of limited bunker capacity, but such vessels shall be required to take all reasonable precautions to prevent oil pollution.

## IV.

The respective Governments agree to take the necessary measures to ensure that vessels classed as war vessels shall take every possible precaution to prevent oil pollution.

## V.

Each Government will require vessels of the class specified in Article III, flying international flag, when within any area prescribed pursuant to Article I, to refrain from discharging oil or oily mixtures as defined in Article II.

## VI.

The respective Governments agree—

- (a) That no penalty or disability of any kind whatever in the matter of tonnage measurement or payment of dues be incurred by any vessel by reason only of the fitting of any device or apparatus for separating oil from water.
- (b) That dues based on tonnage shall not be charged in respect of any space rendered unavailable for cargo by the installation of any device or apparatus for separating oil from water.
- (c) That the term "device or apparatus for separating oil from water" as used in paragraph (a) and (b) of this Article, shall include any tank or tanks, of reasonable size, used exclusively for receiving waste oil recovered from the device or apparatus, and also the piping and fittings necessary for its operation.

## VII.

The Government of \_\_\_\_\_ is invited to establish a central agency for the purpose of receiving, co-ordinating and circulating to the Governments of maritime states information relating to the system of areas established under the terms of this Convention, the experience with that system, and other data pertaining to the problem of oil pollution of navigable waters, and means for dealing with that problem.

In the event of this invitation being accepted the other contracting Governments undertake to forward to the central agency the data specified in paragraph (c) of Article I hereof and also all other information which they consider appropriate for the purposes of this Article.

## VIII.

The Government of the United States will invite the Governments of maritime states other than the signatories to adhere to the present Convention. Such adherence shall be notified to the Government of the United States and by the latter to all the other Governments signatories to the Convention.

## IX.

The present Convention shall take effect as soon as the ratifications of five of the Governments represented at the Washington Conference of June, 1926, shall have been notified to the Government of the United States. It may be denounced by any Government on notification to the Government of the United States, to take effect one year from the date upon which such notification shall have been made.

8. *Oil Pollution of Navigable Waters—Prevention.*—All possible steps are to be taken to prevent the discharge of oil fuel, oily refuse, oily washings from tanks, or bilge water, etc., which may contain oil fuel residue, into the sea within fifty miles of any coast.

9. When it is necessary for a ship to discharge oil fuel, oily refuse, etc., to a dockyard, the quantities should be reported to the Superintendent of the dockyard for directions as to disposal.

10. Arrangements should be made for the disposal on shore of as much as practicable of the residue from cleaning and drying out tanks in H.M. ships, oilers, and shore establishments (e.g., rags, etc., saturated with oil fuel), the furnaces of yard plant being utilised to the greatest extent possible.

11. In the event of large accumulations of oily refuse occurring, steps should be taken to ascertain whether they have any commercial value, and the question should then be referred to the Admiralty for decision as to disposal.

12. *Spanish Territorial Waters.*—A circular was published in the "Madrid Gazette" of 9th September, 1925, prohibiting the discharge of mineral oils or petroleum by vessels which employ this class of fuel, and also the emptying of the ballast water tanks, when these have held petroleum, within Spanish territorial waters, and more especially inside the harbours.

13. This disposition becomes operative, as far as the harbours are concerned, as from the date of publication of the circular (9th September, 1925), and for the territorial waters ninety days from the publication of the circular in the "Madrid Gazette," and it will remain in force so long as there is no international agreement in regard to the matter.

*Note.*—Spain claims a six mile limit of territorial waters, but this is not recognised by H.M. Government.

(K.R. & A.I., Art. 1288.)

### **\*593.—Mediterranean and Home Fleets—Changes in Constitution, etc.**

(M.0473/32.—11.3.1932.)

After enquiry by the Fleet Committee, and mainly in the interests of economy, it has been decided to make the following changes in the constitution, etc., of the Mediterranean and Home Fleets.

#### **MEDITERRANEAN FLEET.**

##### *Capital Ships.*

2. It has been decided that the number of Battleships allotted to the Mediterranean is to be reduced from 6 to 5, the ship reduced being transferred Home.

3. This reduction will take effect when H.M.S. "RAMILLIES" returns from the Mediterranean during 1932 to pay off and to be taken in hand for Large Repair.

4. The reduced number of Battleships allotted to the Mediterranean will remain in commission with full peace complement as at present, and should always be available on the Station except for short periods for recommissioning or refitting at home, the intention being that when one of these ships is undergoing Large Repair she shall be relieved by a ship if possible of the same class (e.g., H.M.S. "RAMILLIES") from Home.

##### *Aircraft Carriers.*

5. It has been decided that in future only 1 Carrier (H.M.S. "GLORIOUS") is to be attached to the Mediterranean Fleet. This vessel will remain in commission with full complement as at present. The second Carrier hitherto allocated will be transferred Home. This decision, however, is subject to the proviso that if H.M.S. "GLORIOUS" has to be withdrawn from service for any length of time another large Carrier will be sent to the Mediterranean temporarily to relieve her.

6. H.M.S. "EAGLE," now paid off for Large Repair, will accordingly not rejoin the Mediterranean Fleet unless she is required as a temporary relief for H.M.S. "GLORIOUS."

#### *Destroyers.*

7. It has been decided that the number of Destroyer Flotillas in the Mediterranean is to be reduced from 4 to 3, the reduced Flotilla being transferred to Home Waters.

8. This change will take effect on the return of the 2nd Flotilla from the Mediterranean to Home Waters in March, 1932. The 3 Flotillas to be retained in the Mediterranean will continue to be manned with full peace complements.

#### HOME FLEET.

#### *Capital Ships.*

9. It has been decided that of the 10 Capital Ships which will be at Home, i.e., 7 Battleships (including 1 to be withdrawn from the Mediterranean) and the 3 Battle Cruisers, 3 are to be treated as being in *Reserve*, and that for these 3 ships provision is to be made under Vote A for only 70 per cent. active service crews (but 100 per cent. of higher non-substantive ratings) as a mobilisation requirement.

10. The 3 Capital Ships in Reserve will always include those ships which are away from the sea-going Fleet for large repairs. Normally, there will be 2 Battleships and 1 Battle Cruiser in Reserve.

11. As a consequence of the decision stated in paragraph 9, H.M.S. "BARHAM" will now be treated as being in Reserve, and on completion of Large Repair about March, 1933, will not rejoin the Fleet unless she is required to take the place of another Battleship placed in Reserve or taken in hand for alterations or repairs. H.M.S. "REPULSE" will cease to belong to the Fleet, and will be treated as being in Reserve, when she is paid off after the Summer Cruise in 1932 with a view to being taken in hand for Large Repair early in the financial year 1933, her place in the Fleet being taken by H.M.S. "REOWN." The third Capital Ship to be placed in Reserve in the first instance will be H.M.S. "RAMILLIES" on her return Home in 1932 (vide paragraph 3).

12. The remaining 7 Capital Ships at Home will all be kept in commission, and full active service crews will continue to be provided for all of them under Vote A as a mobilisation requirement, as at present.

13. It has been decided, however, that these 7 ships shall carry in peace only about 4/5ths of their full war complements with some adjustment upwards in Engine Room complement.

#### *Aircraft Carriers.*

14. It has been decided that H.M.S. "COURAGEOUS" and H.M.S. "FURIOUS" are to remain in commission with full complement as at present but that H.M.S. "EAGLE" shall normally remain in *Reserve*. Provision will, however, be made for a full active service crew for this vessel on mobilisation, as at present. Should one of the three Ships "FURIOUS," "COURAGEOUS" and "GLORIOUS" be withdrawn from service for any length of time, H.M.S. "EAGLE" will be commissioned temporarily to replace her.

#### *Destroyers.*

15. It has been decided that except in the case of new ships in their first commission, the 3 Flotillas in Home Waters (though provision for mobilisation requirements will be made as at present) are actually to carry only about 4/5ths of their complements (with, however, 100 per cent. of Engine Room ratings).

16. In connection with the changes notified above, it has been decided that the title of Atlantic Fleet is to be altered to that of Home Fleet, when the Fleet passes Ushant on its return from the present Spring Cruise.

17. Further orders, in regard to matters of detail, will be issued in due course.

(A.F.O. 686/32.)

**\*594.—Salutes—Time of Firing**

(M. 2479/31.—11.3.1932.)

The following table shows the rules in foreign navies concerning the times during which gun salutes may be fired, and is promulgated for information :—

Country.	Usual Period during which Salutes may be Fired.	Exceptions.
Albania ...	8 a.m. to sunset... ..	—
Argentina ...	<i>In port</i> : 8 a.m.—8 p.m. or sunset, whichever may first occur. <i>At sea</i> : sunrise to sunset ... ..	—
Bulgaria ...	8 a.m. to sunset... ..	—
Chili ...	8 a.m. to sunset... ..	—
Denmark ...	8 a.m. or sunrise (whichever is later) to sunset.	Royal, etc., salutes.
Estonia ...	<i>In port</i> : time of hoisting colours to sunset. <i>At sea</i> : sunrise to sunset ... ..	Royal, etc., salutes.
Finland ...	8 a.m. to sunset... ..	—
France ...	Between hours fixed for hoisting and hauling down national flag, excluding meal times of crews.	—
Germany ...	<i>In port</i> : between times of hoisting and lowering the colours. <i>At sea</i> : sunrise to sunset.	Royal, etc., salutes ; times of church service. In foreign ports when custom of country is followed.
Greece ...	8 a.m. to sunset... ..	—
Italy ...	8 a.m. to sunset... ..	—
Japan...	Sunrise to sunset ... .. <i>At anchor</i> : 8 a.m. (morning colours) to sunset.	—
Latvia ...	<i>In port</i> : between times of hoisting and lowering the colours. <i>At sea</i> : sunrise to sunset ... ..	—
Netherlands ...	Sunrise to sunset ... ..	—
Norway ...	While ensign is hoisted. Colours hoisted as in British Navy. Colours lowered at sunset or 9 p.m., whichever is earlier.	Royal salutes.
Poland ...	Sunrise to sunset ... ..	—
Portugal ...	8 a.m. to sunset... ..	—
Rumania ...	8 a.m. to sunset... ..	—
Spain ...	Sunrise to sunset ... ..	Certain funeral honours.
Sweden ...	<i>In port</i> : while national flag is hoisted. Colours lowered at sunset or 9 p.m., whichever is earlier. <i>At sea</i> : sunrise to sunset ... ..	Royal salutes. Period of divine service. When necessary to answer a salute.
Turkey ...	Sunrise to sunset ... ..	—
U.S.A. ...	8 a.m. to sunset (no salutes between sunset and sunrise).	Not on Sundays unless required by international courtesy.
Yugoslavia ...	<i>In port</i> : 6 a.m. to sunset ... .. <i>At sea</i> : sunrise to sunset ... ..	—

**686.—Home Fleet—Amendments to Publications**

(M. 1093/32.—18.3.1932.)

In connection with the change of title of Atlantic Fleet to Home Fleet, promulgated in A.F.O. 593/32, the term Home Fleet is to be regarded as replacing the term Atlantic Fleet wherever the latter appears in current Admiralty publications and Admiralty Fleet Orders, etc.

The actual amendments to books, etc., concerned, will be incorporated as and when opportunity offers.

(A.F.O. 593/32.)

**786.—H.M. Indian Marine Ship—Correct Title**

(M. 450/32.—1.4.1932.)

The correct description of ships maintained at the expense of the Government of India is "His Majesty's Indian Ships" (abbreviated title H.M.I.S.). Such vessels have sometimes recently been erroneously referred to as "Royal Indian Marine Ships" (abbreviated R.I.M.S.).

The full title of the Officer Commanding the Service (Rear-Admiral H. T. Walwyn, C.B., D.S.O.), is "Flag Officer Commanding and Director Royal Indian Marine." This is normally abbreviated to "Flag Officer Commanding R.I.M." (F.O.C., R.I.M.).

The various cyphers and codes which contain incorrect titles will be amended on reprint.

**825.—Issued Confidentially.****993.—Aircraft—Breaking Formation in the Air—Standard Procedure**

(M. 1540/32.—29.4.1932.)

The following procedure is to be adopted by aircraft on breaking formation:—

(i) "*V*" formations will break up as follows:—

- (a) Formation leader will make executive signal for breaking formation as laid down in Clause IV of A.M.W.O. 738/28.
- (b) The leader will maintain his course and speed throughout.
- (c) The aircraft on either side of the leader in the extreme flank positions will immediately turn outwards. When these aircraft are clear, the movement will be repeated by the aircraft then on the flank and so on until the formation is broken up.

(ii) Formations of two or more flights or sub-flights, each being in "*V*" formation on its leader, will break formation as follows:—

- (a) Formation leader will make executive signal for breaking formation as laid down in Clause IV of A.M.W.O. 738/28.
- (b) The subordinate flight or sub-flight leaders will open out their flights or sub-flights from the formation and, when clear, will cease flying in formation on the leader.
- (c) The flights or sub-flights will then break formation as in paragraph 1 above.

(iii) When formation has been broken preparatory to "landing on" in a carrier, all aircraft will circle the carrier anti-clockwise, keeping well clear of aircraft actually landing on.

**1154.—Issued Confidentially.****1288.—Dutch and Belgian Fishery Protection Service**

(M. 2342/32.—3.6.1932.)

The Netherlands authorities have notified that the "Nautilus" will carry out North Sea Fisheries Protection Duties. The station of this vessel will be Willemsoord (Den Helder).

2. The "Wielingen" and the "Westdiep" have been commissioned by the Belgian Authorities, also for Fishery Protection Duties.

## 1664.—Dress to be Worn by H.M. Representatives on Official Naval Visits

(M. 3105/32.—15.7.1932.)

The following rules as to the wearing of uniform by H.M. Representatives when visiting officers of the Royal Navy are promulgated for information :—

Levée dress (or alternatively white uniform in countries where such uniform is worn in lieu of levée dress) should be worn by His Majesty's Representatives when calling officially upon (i) Flag Officers and Commodores on their first visit when newly appointed, or when their ship or squadron is paying a formal visit ; and (ii) Captains when in command of a single ship or squadron paying a formal visit.

On receiving visits from Flag Officers or Officers Commanding His Majesty's ships, however, His Majesty's Representatives may use their discretion as to the dress to be worn, but if they do not wear uniform they should wear a frock coat or morning coat, with Star, in cases where the representative has received the 1st or 2nd class of one of the British Orders of Knighthood.

An Ambassador or Minister accompanying a Naval Commander-in-Chief on a visit to pay his respects to the Head of a State should wear levée dress, or, where circumstances render such an alternative appropriate, white diplomatic uniform.

## 1667.—Accidents to H.M. Ships and F.A.A. Aircraft— Information from Chance Observers

(M. 2634/32.—15.7.1932.)

Their Lordships have had under consideration the desirability of extending the present arrangements for obtaining information in the case of an accident to one of H.M. ships or Fleet Air Arm aircraft.

2. Under existing instructions, the Senior Officer on the spot reports to the Admiralty and to certain other authorities by the quickest possible route when a submarine, aircraft or surface vessel is overdue.

3. In future, the Senior Officer present is, in addition to the action referred to in paragraph 2, to inform the Admiralty by signal whether, in the circumstances, he considers that endeavours should be made to reach possible chance observers of the supposed disaster. On receipt of this report, a decision as to further action will be taken at the Admiralty.

4. The General Post Office and the British Broadcasting Corporation have agreed to co-operate with the Admiralty in order to meet the possibility that a chance observer of an incident may unknowingly have witnessed a disaster, and that he may, provided his attention is drawn to the fact (or possibility) that a disaster has occurred, be able to give valuable information.

5. In the event of one of H.M. ships being reported overdue, the Admiralty may request certain appropriate General Post Office Coast Stations to make broadcasts, with a view to reaching possible chance observers of an incident who may unknowingly have witnessed a disaster.

6. The normal procedure will be as follows :—

The Admiralty will pass direct to the appropriate coast station or stations the message it is desired to broadcast.

On receipt of the message, the coast station or stations addressed will act as follows :—

A.—The message will be broadcast immediately on receipt and will be repeated at the end of the next silence period. (If the time of receipt coincides with a silence period, the message will be broadcast once only.)

B.—If broadcasts in A (above) do not fall within a single operator period, the message will be repeated in the next single operator period at the end of the first silence period, viz., at 0818, 1218, 1618, or 2018 G.M.T., as the case may be.

C.—In addition to the foregoing, the message will be broadcast during the next 24 hours at the scheduled times for either General Navigational Warnings and/or Weather Bulletins of the stations concerned. The transmissions will precede the warnings and/or bulletins.

Transmissions will be on 500 kcs. (600 metres). The "TTT" signal will be used before transmissions.

The message from the Admiralty to the Coast Station will bear the indication of priority "Immediate," and any message sent to the Admiralty will be similarly treated.

7. The British Broadcasting Corporation have agreed to co-operate as follows on a request for such action being made by the Admiralty to the News Editor, but no request for a broadcast which might involve anxiety to relatives will be made until there is reasonable evidence that an accident has occurred :—

(i) *If during regular broadcast hours :*

(a) The issue of an immediate broadcast by Daventry and the appropriate Regional and/or local transmitters—(e.g., for a supposed loss in the Channel, Daventry, London National, London Regional, Bournemouth and Plymouth).

(b) The repetition of this broadcast at the time of the next weather report and the next News Bulletin.

(ii) *If during non-broadcast hours :*

(a) The issue of a broadcast by Daventry and the appropriate Regional and/or local transmitters on the next occasion of commencing a programme.

(b) The repetition of this broadcast at the time of the next weather report and the next News Bulletin.

8. Any broadcast made will include a request that possible chance observers will communicate as follows anything that they may have seen :—

(i) *Observers in merchant ships at sea.*

If equipped with W/T transmission, communicate immediately by W/T with the Admiralty.

If not equipped with W/T transmission, communicate at the first opportunity with—

(a) the Duty Commander, Admiralty ; or

(b) the nearest local Naval Authority ; or

(c) any Coast Guard Station ; or

(d) if at a port abroad, the local British Consular Authority.

(ii) *Observers ashore in this country.*

Communicate as soon as possible with—

(a) the Duty Commander, Admiralty ; or

(b) the nearest local Naval Authority ; or

(c) any Coast Guard Station ; or

(d) any Police Station.

(A.F.O. 1803/30.)

## **\*1924.—Overcrowding in Local Craft Visiting H.M. Ships in United Kingdom—REPORT**

(M. 3103/32.—12.8.1932.)

The Board of Trade has reported that considerable overcrowding has taken place in local craft carrying visitors to H.M. ships during their visits to the various coast resorts in the United Kingdom.

2. Section 283 of the Merchant Shipping Act of 1894 and Section 22 of the Act of 1906 provide that passenger-carrying vessels shall not carry passengers in excess of the numbers allowed by their Board of Trade Certificates.

3. Attention is drawn to Section 723 of the Act of 1894, which empowers any commissioned officer on full pay, who has reason to suspect that the provisions of Section 283 of the Act of 1894 or Section 22 of the Act of 1906 are not being complied with, to require the Master to produce a list of all persons on board and to give an explanation.

4. If it is evident that the regulations have been contravened, full particulars of the occurrence should be reported direct to the Secretary of the Admiralty for the information of the Board of Trade. A copy of the report should also be sent through the normal Service channels.

5. The relevant sections of the Acts cited are as follows :—

EXTRACT FROM MERCHANT SHIPPING ACT, 1894.

283. *Penalty for Carrying Passengers in Excess.*—The owner or master of any passenger steamer shall not receive on board thereof, or on or in any part thereof, any number of passengers which, having regard to the time, occasion, and circumstances of the case, is greater than the number allowed by the passenger steamer's certificate, and if he does so, he shall for each offence be liable to a fine not exceeding twenty pounds, and also to an additional fine not exceeding five shillings for every passenger above the number so allowed, or if the fare of any passenger on board exceeds five shillings, not exceeding double the amount of the fares of all the passengers above the number so allowed, reckoned at the highest rate of fare payable by any passenger on board.

\* \* \* \* \*

*Powers for enforcing Compliance with Act.*

723. *Powers for seeing that Act is complied with.*—(1) Where any of the following officers, namely—

any officer of the Board of Trade,  
any commissioned officer of any of Her Majesty's ships on full pay,  
any British consular officer,  
the Registrar-General of Shipping and Seamen or his assistant,  
any Chief officer of Customs in any place in Her Majesty's dominions, or  
any superintendent,

has reason to suspect that the provisions of this Act, or any law for the time being in force relating to merchant seamen or navigation is not complied with, that officer may—

- (a) require the owner, master, or any of the crew of any British ship to produce any official log-books or other documents relating to the crew or any member thereof in their respective possession or control ;
- (b) require any such master to produce a list of all persons on board his ship, and take copies of the official log-books, or documents, or of any part thereof ;
- (c) muster the crew of any such ship ; and  
summon the master to appear and give an explanation concerning the ship or her crew or the official log-books or documents produced or required to be produced.

(2) If any person, on being duly required by an officer authorised under this section, fails without reasonable cause to produce to that officer any such official log-book or document as he is required to produce under this section, or refuses to allow the same to be inspected or copied, or impedes any muster of the crew required under this section, or refuses or neglects to give any explanation which he is required under this section to give, or knowingly misleads or deceives any officer authorised under this section to demand any such explanation, that person shall for each offence be liable to a fine not exceeding twenty pounds.

\* \* \* \* \*

EXTRACT FROM MERCHANT SHIPPING ACT, 1906.

22. *Overcrowding of Passenger Steamers.*—If a passenger steamer has on board at any place a number of passengers which, having regard to the time, occasion, and circumstances of the case, is greater than the number allowed by the passenger steamer's certificate, the owner or master of the steamer shall, for the purposes of section two hundred and eighty-three of the principal Act, be deemed to have received those passengers on board at that place.



**\*2168.—Steering Orders**

(N.L. 2968/32.—16.9.1932.)

The Merchant Shipping (Safety and Load Line convention) Bill has now been passed in Parliament, and will be brought into force on 1st January, 1933.

By Section 29 of that Act (embodying Article 41 of the International Convention for the Safety of Life at Sea, 1929) it is laid down that henceforward a system of direct steering orders will be employed in all British merchant ships.

2. Their Lordships have decided that the alteration of practice foreshadowed shall be brought into force in the Royal Navy on 1st January, 1933. A slight modification of the terms, however, has been found necessary.

3. With effect from 1st January, 1933, therefore, the existing steering orders "Starboard" and "Port" will be used in the direct sense, *i.e.*, with opposite meanings to those at present attached to them. *In order, however, to guard against misunderstanding, the orders "Wheel to Starboard" and "Wheel to Port" will be used for a transitional period of six months.*

This transitional period is intended to familiarise the Fleet with the new procedure, but in order to meet the needs of officers not at sea during the period, a wide discretion is left to Flag and Commanding Officers to re-institute it whenever considered desirable. This discretion should not be exercised to such an extent as to make the transitional orders habitual.

*Example.*—It is desired to alter course to starboard, using 20 degrees of helm. The present order is "Port 20." During the transitional period the order will be "Wheel to Starboard 20." After the transitional period the order will be "Starboard 20."

The wheel, ship's head and after end of the rudder blade all go to starboard, and, in ships fitted with steering signals, the green ball on the starboard side will rise, *i.e.*, the higher steering signal will show the side towards which the ship is turning.

4. The use of the word helm will be discontinued from the commencement of the transitional period, the words "rudder," "wheel" or "steering" being used as necessary, *i.e.*, "helm indicators" will become "rudder indicators," "helm orders" become "steering orders," "tactical helm" becomes "tactical rudder," etc.

The term "Helmsman," however, will be retained.

5. In vessels steered by a tiller the terms "starboard (or port) the helm" will be discontinued, *and the direction in which it is desired that the ship's head shall move will be indicated by the orders "Steer to Starboard" or "Steer to Port."*

6. In boats under sail, the terms "bear up," "keep her away" "luff" and "no higher" will continue to be used.

As the terms "lee helm" and "weather helm" describe a state of affairs and are not orders, they will be retained.

7. Their Lordships desire that precautions shall be taken to ensure that there shall be no risk of accident due to these alterations, and in addition to such measures as may commend themselves to individual Commanding Officers, propose the following steps for general guidance:—

- (a) A short but intensive period of training of officers and men at a dummy wheel and in boats with both wheel and tiller should be carried out. Quartermasters and helmsmen should receive special attention.

- (b) Specially trained helmsmen should be employed for a short period, commencing on the day of change.
- (c) A second helmsman should be employed as a check whenever exceptional risk is involved.
- (d) In ships where such can be easily fitted by the ship's staff, the following devices should be considered.
  - (i) The rigging of a simple mechanical indicator showing the desired direction of movement of the wheel, which could be operated by the officer conning the ship simultaneously with giving the steering order.
  - (ii) The fitting of a luminous representation of the outline of the ship on the wheel pedestal in such a manner as to move in the direction it is proposed to move the ship itself.
- (e) Commanding Officers should assure themselves that officers joining the ship are accustomed to the new orders.

8. Their Lordships also desire that Commanders-in-Chief and officers in command of squadrons and flotillas shall arrange for exercises in formation to be simple for a short period after the change.

9. Orders given by pilots, other than those in Admiralty employ, are to be transmitted to the helmsman through an officer until the new system is fully established. Pilots are to be requested to indicate the desired direction of movement of the wheel by hand as well as by voice.

10. Arrangements are to be made at all training and shore establishments to ensure that personnel going to sea after the date of commencement of the transitional period are instructed in the new steering orders in accordance with paragraph 7 (a) above.

11. Instructions regarding the conversion of helm indicators to rudder indicators and helm signal gear to steering signal gear have been issued. Such conversion is to be effected at the earliest opportunity during the transitional period.

## **2169.—Speed—Use of the Expression “With All Convenient Despatch”**

(M. 4254/32.—16.9.1932.)

The necessity has been shown for the use on certain occasions of a special expression to denote the approximate engine power to be used by one or more of H.M. ships when ordered to proceed to a port where their presence may be desirable, but when it is not necessary for the ship or ships to proceed at three-fifth power which is defined in Clause 1 (c) of Article 1258, King's Regulations and Admiralty Instructions as “with despatch,” or where it may not be necessary to proceed at two-fifth power.

2. In such cases the expression “With all convenient despatch” will be used and is to be interpreted as meaning that power may be used up to a maximum of two-fifth power. This term is designed to allow the Senior Naval Officer concerned discretion as to the speed at which the ship or ships detailed are to proceed up to this maximum. It will also allow him to decide as to the need for haste in their departure, according to the circumstances of the case.

3. When this expression is used local authorities may be informed that “despatch” is being exercised. This will convey to their minds a better idea of the high proportion of their maximum speed which ships attain at two-fifth power than would be the case if they were informed that the ships were proceeding “with moderate speed” which is the classification of two-fifths power given in Article 1258 of the King's Regulations and Admiralty Instructions.

4. No change will be made in King's Regulations and Admiralty Instructions.

2846. *Issued Confidentially.*

**2939.—Captain, Fishery Protection and Minesweeping—Position and Title**

(M. 5530/32.—23.12.1932.)

It has been decided that the title "Captain, F.M.S." is to be abolished, and replaced by "Captain, Fishery Protection and Minesweeping" (Captain, F.P. and M.).

2. Captain, F.P. and M. will in future hold an independent command under the direct orders of the Admiralty. He will communicate direct with the Admiralty on all questions, keeping the Commander-in-Chief, Home Fleet, and the Commanders-in-Chief, Home Ports, informed on all matters affecting their Commands.

3. Instructions regarding the preparedness of minesweeping vessels for war are dealt with in C.A.F.O. 1997/29 and A.F.O. 3066/29, Commanders-in-Chief abroad being responsible for the minesweepers to be taken up on their respective stations in war.

(C.A.F.O. 1997/29 and A.F.O. 3066/29.)

**2992.—Aircraft Trials and Experimental Work involving Aircraft—Co-operation with A.O.C., C.A.**

(M. 03142/32.—30.12.1932.)

Attention is drawn to the necessity for close co-operation with the Air Officer Commanding, Coastal Area, when trials of aircraft and experimental work involving the use of aircraft are carried out in H.M. ships in Home Waters.

2. All available information concerning the programme of the trial should be passed direct to the Air Officer Commanding, Coastal Area.

## 1933

**86.—Signalling between H.M. Ships and British Merchant Vessels**

(S.D./M. 4098/32, M. 4400/32.—13.1.1933.)

In order to encourage visual signalling in the British Mercantile Marine, it is desirable that H.M. ships should lose no suitable opportunity of carrying out signalling exercises with British merchant ships.

2. It is important that the difficulties, under which the Mercantile Marine labour, should be appreciated by H.M. ships. In cargo vessels, the total bridge personnel usually consists of the Officer of the Watch and the helmsman, only. Consequently, the reading, writing down, answering, etc., of a signal is carried out by the Officer of the Watch, single-handed, and there are many occasions, at sea, when he is not free to attend to signals.

3. *Exercises in Harbour* should only be carried out when a request has been received from a merchant vessel.

4. *Exercises at Sea* should never be carried out when the merchant vessel is in pilotage waters, as the officers are fully occupied navigating their ship.

Communication with a merchant vessel should only be attempted, for the purpose of exercising signals, when she is in the open sea and when her Officer of the Watch is unlikely to be fixing the position of his ship or occupied in observing the movements of other vessels approaching him.

5. *Rules for Signalling.*—The following rules should generally be observed when communicating with merchant ships, particularly those with a small bridge personnel.

- (a) *Signalling by flags.*—Time must be allowed for the Officer of the Watch to bend on and hoist flags, himself, as well as the time required to look up the necessary signal in the code.
- (b) *Signalling by flashing.*—A sufficiently bright light should be used to allow the message to be read with the naked eye.
- (c) *Signalling by semaphore.*—A message should only be made by semaphore if it can be read with the naked eye. If the distance does not allow of this, the message should be made by flashing and the merchant ship may be requested to reply by semaphore, in order to provide the officers with practice in making semaphore.
- (d) *Signalling by flashing or semaphore.*—A pause should be made after every few words of a message to enable them to be written down.

6. *Returns.*—Great interest is shown by the shipping companies in the signal exercises, and the results are published in the Press, which has undoubtedly stimulated keenness in signalling efficiency throughout the British Mercantile Marine.

7. Form S.174 (Quarterly Return of Signalling with British Merchant Ships) is to be rendered to the Admiralty through Commanders-in-Chief or senior officers. Blank returns are not required.

8. Column 7 of Form S.174 should contain the method of communication used :—

- (i) by H.M. ship,
- (ii) by the merchant vessel,

and it is necessary to differentiate between signalling projectors, Aldis lanterns and flashing lamps.

9. In order that the summaries published in Admiralty Fleet Orders, on which the Press notices are based, may give a true indication of the results of the signalling exercises, it is particularly important that the returns on Form S.174 should contain a careful and accurate report on the exercises carried out. The "Remarks column" is provided for this purpose.

10. *Failure to obtain an Answer.*—When any of H.M. ships fail to obtain an answer to visual signals made to a British merchant vessel, a wireless message should be sent to the vessel as follows :—

"Please note that H.M.S. . . . has been endeavouring to communicate with you by flags (flashing, etc.). No answer has been received to her signals."

A reply should *not* be asked for by W/T.

(Also issued as A.F.O. S.22/33.)

### 139.—*Issued Confidentially.*

## 140.—Exercises between H.M. Ships and Torpedo and Smoke-making Aircraft—Arrangements for rendering REPORTS

(M. 3681/30.—20.1.1933.)

The procedure to be followed in rendering reports on certain of the above exercises has been under review in order that earlier information of exercises which have been carried out in other commands may be received by units at home and abroad.

2. The procedure to be followed in future is that shown in—

Section A.—For T/B and smoke-making aircraft when embarked in H.M. ships.

Section B.—For T/B and smoke-making aircraft exercising from shore bases with H.M. ships (including F.A.A. units disembarked).

The procedure is intended primarily to apply to important exercises, but may be extended to less important exercises at the discretion of the Senior Officers concerned. It is also intended to apply to those exercises in which the aircraft attacks are the principal object. When T/B attacks and smoke curtain work are carried out in fleet exercises, or in conjunction with "G" or "T" practices, the analysis and report of the work of the aircraft should accompany the main report on the exercise. In these cases, summaries of the air work analysis, and such extracts from the main report as may be considered necessary, should be forwarded by Commander-in-Chief to the Air Officer Commanding, if considered to be of sufficient interest.

3. The number of copies of records and reports transmitted from one authority to another is to be subject to arrangements made by the Senior Officers concerned.

#### SECTION A.

##### *Procedure for rendering Reports on Important Exercises carried out by T/B Smoke-making Aircraft when Embarked in Carriers.*

1. Each unit concerned forwards a report (on the appropriate form, if any) to the Commanding Officer of the carrier.

2. Each ship attacked forwards a report (on the appropriate form, if any) to the Senior Officer of the squadron. The Senior Officer of the squadron will forward these reports with his remarks to the aircraft carrier concerned.

*Note.*—When more than one aircraft carrier has taken part in the exercise, Senior Officers of squadrons should forward records to the Senior of the aircraft carriers concerned, and unit records from the Junior aircraft carrier should also be sent to the Senior.

3. The Commanding Officer of the carrier forwards the reports, together with his covering remarks, to the officer who will analyse the exercise. (This officer may be the Commanding Officer of the carrier himself, the Senior Officer of the squadron or another officer, as detailed by Commander-in-Chief.)

4. The Analysing Officer, having analysed the exercise, forwards a final report to the Rear-Admiral (A) if on the station, otherwise to the Commander-in-Chief direct, together with the reports received from the units and ships and their covering remarks.

5. If Rear-Admiral (A) is on the station, he forwards the report to the Commander-in-Chief, with his remarks.

6. The Commander-in-Chief forwards the final report to the Admiralty, accompanied by copies of any of the unit and ship reports and covering remarks which may be considered necessary, retaining the remainder.

Commander-in-Chief also forwards a copy of the final report and his remarks to the Air Officer Commanding, and circulates the report as necessary, sending copies to other Commanders-in-Chief if the exercise is of sufficient interest.

7. The Air Officer Commanding forwards the final report, together with the remarks of the Commander-in-Chief, if desired, to the Air Ministry and other Air Officers Commanding at his discretion.

#### SECTION B.

##### *Procedure for rendering Reports on Important Exercises carried out between Shore-based T/B and Smoke-making Aircraft (including F.A.A. Units disembarked) and H.M. Ships.*

1. Each unit concerned forwards a report (on the appropriate form, if any) to the Commanding Officer, R.A.F. Base.

2. Each ship attacked forwards a report (on the appropriate form, if any) to the Senior Officer of the squadron.

3. The Senior Officer of the squadron forwards the ship reports to the Commanding Officer, R.A.F. Base, together with his remarks on the exercise.

4. The Commanding Officer, R.A.F. Base, analyses the exercise, and forwards a final report, accompanied by the unit and ship reports and covering remarks to the Air Officer Commanding concerned, at the same time forwarding a copy of the final report and such extracts from the ship reports and covering remarks as are necessary to the Rear-Admiral (A), if on the station, or otherwise to the Commander-in-Chief.

5. Air Officer Commanding exchanges remarks with Rear-Admiral (A) if on the station, in which case Rear-Admiral (A) forwards final report, together with remarks of Air Officer Commanding to Commander-in-Chief. Otherwise, Air Officer Commanding communicates direct with Commander-in-Chief.

6. Commander-in-Chief forwards his remarks to Air Officer Commanding and forwards final report with remarks of Air Officer Commanding (and Rear-Admiral (A)) to Admiralty, and circulates the report as necessary, sending copies to other Commanders-in-Chief if the exercise is of sufficient interest.

7. Air Officer Commanding forwards final report with remarks of Commander-in-Chief (and Rear-Admiral (A)) to Air Ministry and to other Air Officers Commanding if the exercise is of sufficient interest.

## 258.—Ceremonial—Position in the Line of Royal Marine Units

(M. 5813/32.—3.2.1933.)

The question of the position in the line of Royal Marine Units on parade having been raised recently, the following information is promulgated.

2. When landed from H.M. ships or from Naval establishments, *i.e.*, when serving under the Naval Discipline Act, the Royal Marines form part of the Naval contingent, and take precedence immediately after the Royal Navy.

3. If a Royal Marine unit is furnished from a R.M. division or from a R.M. battalion, *i.e.*, while serving under the Army Act, they take precedence in accordance with paragraph 875, King's Regulations for the Army and Army Reserve, as revised by Amendment No. 29, August, 1930.

## 260.—French Fishery Protection Service

(M. 10/33.—3.2.1933.)

The French authorities have notified that the "Ardent" has relieved the "Sentinelle" and "Estafette" on fisheries protection duties in the North Sea and English Channel as from 15th December, 1932.

## 261.—Exercises for Personnel of Flying Boat Squadrons— Co-operation of H.M. Ships

(M. 5684/32.—3.2.1933.)

In order that personnel of flying boat squadrons based at Mount Batten and Pembroke dock, and of No. 100 squadron at Donibristle, and pupils of the flying boat pilots' course at the Royal Air Force Base, Calshot, may have opportunities of estimating the courses and speeds and of reporting the positions of ships, H.M. ships, on passage in the English Channel, St. George's Channel, and on the East Coast of Scotland are, when requested, and provided circumstances permit, to co-operate with the Officers Commanding the R.A.F. Bases at Calshot, Mount Batten, Pembroke Dock, and Donibristle in carrying out such exercises.

2. The Commanders-in-Chief, Portsmouth and Plymouth, and the Commanding Officer, Coast of Scotland, should arrange to inform the Officers Commanding the Royal Air Force Base concerned of suitable movements of H.M. ships, and when the Air Authorities desire to exercise with a particular ship, they will inform her direct, repeating the information to the Commander-in-Chief, Portsmouth, Commander-in-Chief, Plymouth, or Commanding Officer, Coast of Scotland, as necessary. Provided it is convenient to meet the Air Authorities' wishes, the following procedure should be followed.

3. Ships are to inform the Royal Air Force Base concerned of the time they will be ready to commence the exercise and the anticipated position, course, and speed at that time. A day's notice should be given whenever practicable. The exercises can be carried out at distances up to within 120 miles of the R.A.F. Base concerned.

(C13735)

4. The Officer Commanding the R.A.F. Base concerned is to inform the ship (a) the wave frequency and call signs of the aircraft taking part, (b) the time at which the aircraft leave for and return from the exercise, together with the number and type of aircraft taking part. The aircraft will make their reports direct to the Base concerned or to each other.

5. Normally the duration of the exercise should not exceed  $1\frac{1}{2}$  hours. A searchlight should be trained on the aircraft when in sight from the ship. Alterations of course should be made every 7 to 12 minutes and, if practicable, some alterations of speed.

6. *Records*.—Accurate zone time is to be kept. On arrival in harbour, ships are to forward to the Officer Commanding the Royal Air Force Base concerned, the initial time, position, course, and speed and a list of subsequent alterations with times.

### 325.—Sloops, 1931 Programme—Allocation

(M. 5805/32.—10.2.1933.)

The following allocation of 1931 Programme sloops has been approved:—

H.M.S. "Leith" to replace H.M.S. "Veronica" on the New Zealand Station about the middle of 1934.

H.M.S. "Grimsby" to replace H.M.S. "Cornflower" on the China Station about the middle of 1934.

2. H.M. Ships "Veronica" and "Cornflower" will probably be scrapped on return to the United Kingdom.

(A.F.O. 2018/33.)

### \*326.—H.M.S. "Frobisher"—Administration

(M. 6105/32.—10.2.1933.)

The following arrangements have been approved as regards the administration of H.M.S. "Frobisher" as Cadets' Training Cruiser.

2. H.M.S. "Frobisher," for general and routine matters, will be administered by the Commander-in-Chief of her Manning Port.

3. When H.M.S. "Frobisher" is at her Home Port, all submissions to the Admiralty should be made through the Commander-in-Chief in the normal manner.

4. When H.M.S. "Frobisher" is absent from her Home Port, communications dealing with her special duties as Cadets' Training Cruiser should be sent direct to the Admiralty, copies being forwarded, or signals repeated, as necessary, to the Commander-in-Chief of the Station and to the Commander-in-Chief of her Manning Port for information.

### 328.—Issued Confidentially.

### 432.—Home Commands—Limits

(M. 5318/32.—24.2.1933.)

In order to ensure the correct allocation of responsibility for communicating "A" and "W" messages, and for other matters when omission to take action or duplication of action might result, approval has been given for a reversion to the practice of indicating sea boundaries between the Home Commands.

2. The shore limits of the Home Commands remain as previously notified, *i.e.* :—

Coast of Scotland ...	Scottish Border on East Coast to Bennane Head on West Coast. (Ten miles north of Loch Ryan.)
The Nore ... ..	Scottish Border on East Coast to Meridian of $0^{\circ} 34'$ E. on South Coast.
Portsmouth ... ..	Meridian of $0^{\circ} 34'$ E. on South Coast to Meridian of $3^{\circ}$ W. on South Coast.
Devonport ... ..	Meridian of $3^{\circ}$ W. on South Coast to Bennane Head; and Coast of Ireland. This includes the whole of the North Channel.

Sea boundaries extending from these points of division will be embodied in a new edition of Chart No. Misc. 31 and may be thus described—

- (a) Between Nore and Portsmouth. From the South Coast of England in Long.  $0^{\circ} 34'$  E. to Tréport (Lat.  $50^{\circ} 04'$  N., Long.  $1^{\circ} 22'$  E.).
- (b) Between Portsmouth and Devonport. The meridian of  $3^{\circ} 00'$  W.
- (c) Between Devonport and Coast of Scotland. A line drawn from Bennane Head to a position in Lat.  $55^{\circ} 46'$  N., Long.  $8^{\circ} 09'$  W., and from thence along the parallel of Lat.  $55^{\circ} 46'$  to the limit of the Home Station.
- (d) Between Coast of Scotland and Nore. The parallel of Lat.  $55^{\circ} 46'$ .

3. Copies of the new edition of Chart Misc. 31 will be available shortly, and should be demanded on Form H.38 addressed to the Admiralty Chart Establishment, Cricklewood, by all holders of the chart.

4. The demarcation of sea areas is not intended to involve any change in existing responsibilities in the Home Commands, and adjacent commands must maintain the closest inter-communication so as to secure that the forces under their respective control work in complete co-operation and are employed to the best advantage in the circumstances of the moment.

### 435.—Weather Reports—Transmission by H.M. Ships

(H.C. 149/29.—24.2.1933.)

The code to be used for meteorological reports and the times of reporting are to be those recommended by the International Meteorological Conference held in 1929.

2. Particulars of the new code and the amended times of reporting are given in Navy Meteorological Services Memorandum 30/30, and Form 138A (1930), which are issued by the Hydrographic Department to H.M. ships in which (N) officer is borne.

3. Reports are to be rendered in future by all H.M. ships equipped with mercurial barometers, employed in, or proceeding through, the following areas:—

<i>Station</i>			<i>Area from which reports are required</i>
Home	...	...	All parts of station, except within 50 miles of coast of British Isles.
Mediterranean	...	...	All parts of station, except within 50 miles of Malta.
East Indies	...	...	All parts of station north of equator.
China	...	...	All parts of station.

*Note.*—Details as to the areas on other Naval stations from which reports are required will be promulgated later.

4. Full instructions as to rendering the reports are contained in Navy Meteorological Services Memorandum 30/30. This memorandum, together with code card (Form 138A/1930) and message pad (Form 180/1930), are included in the "Complete set of general navigational publications for use with chart folios," issued by the Hydrographic Department.

5. Reports from ships in the home area should be addressed to "Weather, London (via Admiralty)." The W/T call sign of the Meteorological Office is X8A.

6. Attention is drawn to the necessity of ensuring that meteorological reports are transmitted to a shore meteorological service as soon as possible after the time of observation. The usefulness of weather reports is considerably enhanced if they are received within one hour of the time of observation. An analysis of the times taken in the transmission of reports to "Weather, London," shows that in more than 50 per cent. of cases this period has been exceeded.

(Also issued as A.F.O. S.13/33.)



**437.—Fleet Air Arm—Fire on Aircraft—Precautions against**

(N.A.S. 5576/26.—24.2.1933.)

There is danger of fire on aircraft owing to sparking between the aerial wire remaining on the drum and the winch frame, the high frequency energy being by-passed to earth by way of the doped fabric between the bolts holding the winch frame and the nearest earthed point.

2. All units will therefore take immediate steps to electrically bond the metal frame of the aerial reel to the main earth system. As a further precaution the practice of leaving a number of turns of wire on the aerial reel when transmitting is to be discontinued forthwith.

**496.—German Fishery Protection Vessels**

(M. 597/33.—3.3.1933.)

The German authorities have notified that the following vessels are now engaged in the Fishery Protection Service:—

Fishery Protection Vessel “Weser,” under command of Lieutenant-Commander Berninghaus.

Fishery Protection Vessel “Elbe,” under command of Lieutenant-Commander Frerichs.

Fishery Protection Vessel “Meteor,” under command of Commander Kurze.

The “Meteor” will be engaged mainly in Icelandic waters and will probably make its first voyage during the period 20th February to 5th May, 1933.

**498.—Issued Confidentially.****637.—Naval Stations—Limits**

(M. 0566/33.—17.3.1933.)

The limits of Naval Stations are as follows:—

**LIMITS OF THE HOME STATION**

*North.*—From the coast of Greenland at the meridian of 40° West Longitude and thence undefined.

*East.*—By the Western shores of Europe to the Southern Boundary between Portugal and Spain in 7° 25' West Longitude (approximately) and thence by that meridian to the Southward to the African coast, thence to the Southward by the African coast to Cape Blanco, the Boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro in 20° 47' North Latitude (approximately).

*South.*—From Cape Blanco, the Boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro in 20° 47' North Latitude (approximately) along that parallel to the Westward to the meridian of 40° West Longitude.

*West.*—From a point in 20° 47' North Latitude and 40° West Longitude along that meridian to the Northward to the coast of Greenland.

**LIMITS OF THE MEDITERRANEAN STATION**

*North.*—From the Southern Boundary between Portugal and Spain in 7° 25' West Longitude (approximately) by the Southern shores of Europe, the shores of Asia Minor and Arabia (including the Black Sea and Sea of Azov) to Jebel Hasis on the Arabian coast in Latitude 12° 40' 50" North, Longitude 43° 31' 40" East.

*East.*—By a line drawn between the following positions:—

Latitude  $12^{\circ} 28' 30''$  North, Longitude  $43^{\circ} 19' 45''$  East, and

Latitude  $12^{\circ} 40' 50''$  North, Longitude  $43^{\circ} 31' 40''$  East

(i.e., from the Southern extreme of Ras Siyan on the African coast to Jebel Hasis on the coast of Arabia).

*South.*—From the Southern extreme of Ras Siyan on the African coast in Latitude  $12^{\circ} 28' 30''$  North, Longitude  $43^{\circ} 19' 45''$  East by the shores of the North coast of Africa to the meridian of  $7^{\circ} 25'$  West Longitude.

*West.*—Between the coast of Europe and Africa by the meridian of the Southern Boundary between Spain and Portugal in  $7^{\circ} 25'$  West Longitude (approximately).

#### LIMITS OF THE AMERICA AND WEST INDIES STATION

*North.*—From the coast of Asia on the meridian of  $180^{\circ}$  along the shores of the North American Continent to the coast of Greenland on the meridian of  $40^{\circ}$  West Longitude.

*East.*—Along the meridian of  $40^{\circ}$  West Longitude from the coast of Greenland to the Southward to  $4^{\circ} 20'$  North Latitude, thence in a South-Easterly direction to a point on the Equator in  $20^{\circ}$  West Longitude, thence along that meridian to the South Pole.

*South.*—South Pole.

*West.*—From the South Pole along the meridian of  $120^{\circ}$  West Longitude to the Equator, thence to the Westward along the Equator to the meridian of  $150^{\circ}$  West Longitude, thence along that meridian to the Northward to  $30^{\circ}$  North Latitude, thence to the Westward along that parallel to the meridian of  $180^{\circ}$ , and thence to the Northward along that meridian to the coast of Asia.

#### LIMITS OF THE AFRICA STATION

*North.*—From a point  $40^{\circ}$  West Longitude and in  $20^{\circ} 47'$  North Latitude along that parallel to the Eastward to Cape Blanco, the boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro, in  $20^{\circ} 47'$  North Latitude (approximately), thence by the Southern shores of Africa to Cape Delgado, the Northern boundary of Portuguese East Africa in  $10^{\circ} 40'$  South Latitude (approximately) along that parallel to the eastward to  $55^{\circ}$  East Longitude, thence along that meridian to the Southward to  $30^{\circ}$  South Latitude, thence along that parallel to the Eastward to  $80^{\circ}$  East Longitude.

*East.*—From a point in  $30^{\circ}$  South Latitude and  $80^{\circ}$  East Longitude along that meridian to the Southward to the South Pole.

*South.*—The South Pole.

*West.*—From the South Pole along the meridian of  $20^{\circ}$  West Longitude to the Equator, thence in a North-Westerly direction to a point in  $4^{\circ} 20'$  North Latitude and  $40^{\circ}$  West Longitude, thence along that meridian to the Northward to  $20^{\circ} 47'$  North Latitude.

#### LIMITS OF THE EAST INDIES STATION

*North.*—By a line drawn between the following positions:—

Latitude  $12^{\circ} 28' 30''$  North, Longitude  $43^{\circ} 19' 45''$  East, and

Latitude  $12^{\circ} 40' 50''$  North, Longitude  $43^{\circ} 31' 40''$  East

(i.e., from the Southern extreme of Ras Siyan on the African coast to Jebel Hasis on the coast of Arabia, thence by the South shores of Asia (including the Persian Gulf) to Lem Voalan, Salang Island.

*East.*—From Lem Voalan, Salang Island (Latitude  $7^{\circ} 46'$  N., Longitude  $98^{\circ} 18'$  E.), thence to Diamond Point, Sumatra (Latitude  $5^{\circ} 16'$  N., Longitude  $97^{\circ} 30'$  E.), thence Westward along the North Coast of Sumatra to Achin Head (Latitude  $5^{\circ} 34\frac{1}{2}'$  N., Longitude  $95^{\circ} 13\frac{1}{2}'$  E.), thence Southward along the West Coast of Sumatra to the centre of Loong Bay in Latitude  $5^{\circ} 14'$  N., Longitude  $95^{\circ} 15'$  E., thence Southward along the meridian of Longitude  $95^{\circ} 15'$  E. to  $30^{\circ}$  S. Latitude.

*South.*—From a point in  $95^{\circ} 15'$  East Longitude and  $30^{\circ}$  South Latitude along this parallel to the Westward to  $55^{\circ}$  East Longitude, thence along this meridian to the Northward to  $10^{\circ} 40'$  South Latitude, thence along this parallel to the Westward to Cape Delgado, the Northern boundary of Portuguese East Africa in  $10^{\circ} 40'$  South Latitude (approximately).

*West.*—From Cape Delgado, the Northern Boundary of Portuguese East Africa in  $10^{\circ} 40'$  South Latitude (approximately) by the East African shore to the Southern extreme of Ras Siyan in Latitude  $12^{\circ} 28' 30''$  North, Longitude  $43^{\circ} 19' 45''$  East.

#### LIMITS OF THE CHINA STATION

*North.*—From Lem Voalan, Salang Island (Latitude  $7^{\circ} 46'$  N., Longitude  $98^{\circ} 18'$  E.) thence towards the East by the shores of Asia as far as the meridian of  $180^{\circ}$ .

*East.*—By the meridian of  $180^{\circ}$  from the point where that meridian touches the shores of Asia to the Southward to  $4^{\circ}$  North Latitude.

*South.*—From the meridian of  $180^{\circ}$  in  $4^{\circ}$  North Latitude, along this parallel to the Westward to the meridian of  $169^{\circ}$  East Longitude, thence along this meridian to the Southward to the Equator, thence along the Equator to the Westward to  $141^{\circ}$  East Longitude, thence along that meridian to the Southward and along the Eastern Boundary of Dutch New Guinea in about  $141^{\circ}$  East Longitude to its Southern termination in about  $9^{\circ} 30'$  South Latitude, thence in a Westerly direction to a point in  $11^{\circ}$  South Latitude and  $120^{\circ}$  East Longitude, thence along that meridian to the Southward to  $13^{\circ}$  South Latitude, thence along that parallel to the Westward to the meridian of  $95^{\circ} 15'$  East Longitude.

*West.*—From Lem Voalan, Salang Island (Latitude  $7^{\circ} 46'$  N. Longitude  $98^{\circ} 18'$  E.) to Diamond Point, Sumatra (Latitude  $5^{\circ} 16'$  N., Longitude  $97^{\circ} 30'$  E.), thence Westward along the North Coast of Sumatra to Achin Head (Latitude  $5^{\circ} 34\frac{1}{2}'$  N., Longitude  $95^{\circ} 13\frac{1}{2}'$  E.), thence Southward along the West Coast of Sumatra to the centre of Loong Bay in Latitude  $5^{\circ} 14'$  N., Longitude  $95^{\circ} 15'$  E., thence Southward along the meridian of Longitude  $95^{\circ} 15'$  E. to  $13^{\circ}$  S. Latitude.

#### LIMITS OF THE AUSTRALIA STATION

*North.*—From a point in  $95^{\circ} 15'$  East Longitude and  $13^{\circ}$  South Latitude along that parallel to the Eastward to the meridian of  $120^{\circ}$  East Longitude, thence along that meridian to the Northward to  $11^{\circ}$  South Latitude, thence in an Easterly direction to the Southern termination of the Eastern boundary of Dutch New Guinea in about  $141^{\circ}$  East Longitude, thence along the meridian of the boundary to the Northward to the Equator, thence along the Equator to the Eastward to  $169^{\circ}$  East Longitude.

*East.*—From a point on the Equator in  $169^{\circ}$  East Longitude, along that meridian to the Southward to  $1^{\circ}$  South Latitude, thence along that parallel to the Eastward to the meridian of  $170^{\circ}$  East Longitude, thence along that meridian to the Southward to  $32^{\circ}$  South Latitude, thence along that parallel to the Westward to the meridian of  $160^{\circ}$  East Longitude, thence along that meridian to the South Pole.

*South.*—The South Pole.

*West.*—From the South Pole by the meridian of  $80^{\circ}$  East Longitude to the Northward to  $30^{\circ}$  South Latitude, thence along that parallel to the Eastward to the meridian of  $95^{\circ} 15'$  East Longitude, thence along that meridian to the Northward to  $13^{\circ}$  South Latitude.

#### LIMITS OF THE NEW ZEALAND STATION

*North.*—From a point in  $169^{\circ}$  East Longitude and  $4^{\circ}$  North Latitude along that parallel to the meridian of  $180^{\circ}$ , thence along that meridian to the Northward to the parallel of  $30^{\circ}$  North, thence along that parallel to the meridian of  $150^{\circ}$  West Longitude, thence Southward along that meridian to the Equator, thence Eastward along the Equator to the meridian of  $120^{\circ}$  West Longitude.

*East.*—From a point on the Equator in 120° West Longitude, along that meridian to the South Pole.

*South.*—The South Pole.

*West.*—From the South Pole along the meridian of 160° East Longitude to 32° South Latitude, thence along that parallel to the Eastward to the meridian of 170° East Longitude, thence to the Northward along that meridian to 1° South Latitude, thence along that parallel to the Westward to 169° East Longitude thence along that meridian to the Northward to 4° North Latitude.

**685.**—*Issued Confidentially.*

**1442.—Fleet Air Arm—Flycatchers, Mark IC, fitted with either Metal or Wooden Floats—Aerobatics**

(N.A.D. 2/32.—22.6.1933.)

The Flycatcher, Mark IC, with metal floats has been spun with full tanks, and has recovered satisfactorily. As the petrol is expended, however, the centre of gravity moves aft, and in the extreme case, it is possible there may be some difficulty in recovering from a spin. As the airworthy factors on the Flycatcher are considerably below those provided on more modern aircraft, aerobatics, when either wooden or metal floats are fitted, are not to be performed.

**1745.—H.M. Ships “Centurion” and “Shikari”—Administration**

(M. 3327/33.—27.7.1933.)

It has been approved that H.M. Ships “Centurion” and “Shikari” shall be administered by the Commander-in-Chief, Plymouth, and placed under the orders of the various Commanders-in-Chief when allocated to their commands, in accordance with a programme which will be drawn up by the Admiralty from time to time.

**1793.**—*Issued Confidentially.*

**1922.—Belgian Ports—Visits**

(M. 3934/33.—17.8.1933.)

The Belgian Government notify that Commanding Officers of foreign war vessels, on the occasion of visits to Belgian ports, should call on the District Military Commandant, the Civil Governor, and the Commandant of the place.

2. So far as the latter is concerned, if the Commanding Officer of the visiting war vessel is the Senior in rank, it will be the duty of the Commandant to pay the first call.

**1924.—Fleet Air Arm Aircraft—Flying Restrictions**

(M. 3803/33.—17.8.1933.)

Low flying by Fleet Air Arm aircraft over ships at sea or at anchor is forbidden, except during operations and exercises which render such low flying necessary for their proper fulfilment.

2. Pilots of aircraft are to avoid flying low over yacht races, and are not to alight close to yachts.

3. Pilots of Fleet Air Arm Aircraft are, in the normal course of events, to consider 2,000 ft. to be the minimum height at which to fly over the sea when there is no good reason for flying at a lower altitude.

## 1976.—Audit of Ships' Central Store Accounts—Status and functions of Officers of Exchequer and Audit Department

*Ships and Shore Naval Establishments Centrally Stored*

(N.S. 9168/33.—24.8.1933.)

The attention of Their Lordships has been drawn to the fact that considerable uncertainty exists as regards the status and functions of the Auditors who periodically visit H.M. ships to audit the store accounts, and who are occasionally confused with the Assistant Inspecting Officers of the Naval Store Department. The latter, who should not be referred to as Auditors, are subordinate officers of the Admiralty whose function it is to carry out a detailed examination of the transactions in ships' accounts, to conduct periodical stocktakings, and to advise, as required, in matters of stowage, etc. The Auditors, on the other hand, are not Admiralty officials, but officers of the Comptroller and Auditor-General's Department, whose functions are purely critical.

2. The Comptroller and Auditor-General is responsible direct to Parliament for auditing the accounts of every department of State, not only to see that the system of accounting is being carried out satisfactorily, but also to discover any irregularities which may have taken place. He can only be removed from office on an address to the Crown of both Houses of Parliament.

3. Copies of all queries raised by the Comptroller and Auditor-General's local officers, together with the replies, are forwarded to the headquarters of the Exchequer and Audit Department, by whom important questions are passed to the department concerned, *i.e.*, Admiralty, War Office, etc.; while all matters considered of sufficient importance are included in the Comptroller and Auditor-General's annual reports to the House of Commons (*i.e.*, the Reports on the Appropriation Accounts), and form the basis of enquiry by a Committee of the House of Commons known as the Public Accounts Committee in the course of their annual examination of Government accounts. The Accounting Officers of the Departments concerned, *e.g.*, in case of the Admiralty, the Secretary, appear before this Committee for examination. The Reports of the Committee, together with the evidence, are published.

4. Under the old system of storekeeping, ships' accounts were closed at the end of a commission, when it was possible to forward them to the auditors for examination at headquarters. On the introduction of central storekeeping, however, the store ledgers were made continuous, which rendered it impossible for them to be forwarded to the auditors. It therefore became necessary for these officers to visit ships in person to carry out their audit; and every facility should be accorded to them during their official visits to H.M. ships and establishments in connection with this duty.

5. All officers of the Exchequer and Audit Department are of ward room status.

## 2017.—Sailing Orders for H.M. Ships

(M. 4014/33.—31.8.1933.)

In future, sailing orders will not be issued from the Admiralty except in special circumstances. Both at home and abroad they are to be issued by the Commander-in-Chief or Senior Naval Officer under whose immediate orders the ship is serving at the time. When a ship leaves the United Kingdom for abroad this officer will normally be the Commander-in-Chief of the home port responsible for preparing the ship's final programme, who is to send a copy of the sailing orders to the Admiralty for information.

2. If circumstances should necessitate the issue of revised sailing orders after the departure of a ship from her original port, a copy of the revised orders is to be sent to the officer by whom sailing orders were originally issued, and to the Admiralty for a ship on passage to or from a foreign station.

3. In the case of ships building by contract, the Commander-in-Charge, Contract Built Ships, is to issue sailing orders *except* when the Commanding Officer of the ship concerned is of senior rank, when the Commanding Officer is to make out his programme of sailing, etc., forwarding a copy to the Commander-in-Chief of the home port concerned.

4. While it should continue to be the normal practice to issue sailing orders in writing, they may be issued by signal in emergency or when written orders are not considered necessary, such as for routine sailings.

### 2018.—Sloops and T.S.M.S., 1931 and 1932 Programme— Allocation

(M. 2354/33.—31.8.1933.)

The following allocation of 1931 and 1932 Programme Sloops and T.S.M.S. has been approved:—

#### *1931 Programme*

- H.M.S. "Halycon" (Portsmouth) to replace H.M.S. "Pangbourne" in the 1st Minesweeping Flotilla about the middle of 1934.
- H.M.S. "Skipjack" (Portsmouth) to replace H.M.S. "Dundalk" in the 1st Minesweeping Flotilla about the middle of 1934.

#### *1932 Programme*

- H.M.S. "Wellington" (Devonport) to relieve H.M.S. "Laburnum" on the New Zealand Station early in 1935.
- H.M.S. "Lowestoft" (Devonport) to relieve H.M.S. "Bridgewater" on the China Station early in 1935.
- H.M.S. "Harrier" (Chatham) to relieve H.M.S. "Albury" in the 1st Minesweeping Flotilla.
- H.M.S. "Hussar" (Chatham) to relieve H.M.S. "Sutton" in the 1st Minesweeping Flotilla.
- H.M.S. "Bridgewater" will relieve H.M.S. "Daffodil" on the Africa Station early in 1935.

2. H.M. Ships "Pangbourne," "Dundalk," "Albury" and "Sutton" will, on relief, reduce to Reserve at Standard Notice.

(A.F.O. 325/33.)

### 2173.—Towed Air Targets—Nomenclature

(N.A.D. 622/33.—21.9.1933.)

Towed air targets are to be referred to as sleeve targets, not as Drogue targets.

### 2402.—Service Aircraft Reported Overdue or in Distress when Flying over the Sea in the vicinity of the British Isles

(M. 4217/33.—5.10.1933.)

The undermentioned extract from instructions issued by the Air Ministry is promulgated for information. Reports of aircraft overdue or in distress received by Naval Authorities in accordance with the following arrangements should be passed by W/T to any of H.M. ships which are likely to be in the vicinity of the aircraft missing or in distress.

#### INSTRUCTIONS REGARDING THE ISSUE OF INFORMATION CONCERNING AIRCRAFT REPORTED OVERDUE WHEN FLYING OVER THE SEA

2. When aircraft engaged in flying over the sea in proximity to the coast of the British Isles are reported *overdue*, the unit concerned will originate:—

- (i) A message for broadcast from the General Post Office coastal wireless station in the vicinity (*see* Table A);
- (ii) A message for transmission to any of H.M. ships in the vicinity from the appropriate naval authority (*see* Table B);
- (iii) A message to the appropriate District Officer, H.M. Coastguard.

3. The messages will be passed either by *priority telephone or priority telegram* and the text will be as follows:—

“ Message (or Broadcast in case of (i)) begins. Keep look-out for overdue aircraft (*registered markings or number*) bound to (*destination*) from (*place of departure*). (*Number*) persons on board. Approximate position (if known) at . . . . hours G.M.T. Ends”. (The name of the unit with telephone number or telegraphic address should follow after “ends.”)

4. To obtain priority by telephone, the following procedure will be adopted:—

(i) Ring local exchange and after giving telephone number of *General Post Office coastal W/T station or other authority*, state “ Urgent aircraft distress message ”.

(ii) On obtaining call, state “ (*Name of unit*) Royal Air Force (*Name of place where unit is located*) speaking. Please take down urgent message ”.

5. To obtain priority by telegram:—

(i) The word “ Priority ” will be inserted in the “ Service Instructions ” space of message form;

(ii) The word “ Immediate ” will appear as the first word of the address and also of the text.

6. If the location of the overdue aircraft is believed to be in the vicinity of the Croydon-Continental air routes, a message will also be passed to Croydon Aerodrome (Telephone Number “ Croydon 2720,” Telegraphic address “ Aeronautics Croydon ”) for broadcast to civil aircraft on those routes.

7. When there is reason to suppose that the location of the overdue aircraft is at a distance greater than 300 miles from the coast of the British Isles, the message for broadcast will be passed to the General Post Office W/T station, “ Portishead Radio ” (*see Table A*), but not to the District Officer, H.M. Coastguard.

8. Any information received from ships or other sources will be forwarded by the authority concerned, by the quickest means as priority messages, to the Royal Air Force unit originating the message or broadcast.

9. When the overdue aircraft is located, the authorities to whom the messages or broadcasts were sent will be informed accordingly by the unit *by priority messages*.

#### INSTRUCTIONS REGARDING THE ISSUE OF INFORMATION CONCERNING AIRCRAFT REPORTED IN DISTRESS WHEN FLYING OVER THE SEA

10. When a unit receives a distress call from an aircraft flying over the sea, the unit concerned will originate:—

(i) A message for broadcast from the General Post Office coastal wireless station in the vicinity (*see Table A*);

(ii) A message for transmission to any of H.M. ships in the vicinity from the appropriate Naval authority (*see Table B*);

(iii) A message to the appropriate District Officer, H.M. Coastguard.

11. The messages will be passed either *by priority telephone or priority telegram*, priority facilities being obtained as laid down in paragraphs 4 and 5. The text will be as follows:—

“ S.O.S. begins. Aircraft (*registered markings or number*) reported in distress. Approximate position ..... at ..... hours G.M.T. (*Number*) persons on board. Ends.”  
(The name of the unit with telephone number or telegraphic address should follow after “ends.”)

12. As in the case of aircraft overdue, when there is reason to suppose that the aircraft is at a distance greater than 300 miles from the coast of the British Isles, the message for broadcast will be passed to General Post Office W/T station, “ Portishead Radio ” (*see Table A*) but not to the District Officer, H.M. Coastguard.

TABLE A

## GENERAL POST OFFICE COASTAL W/T STATIONS

13. The station to be informed is to be selected according to the approximate geographical position of the aircraft. The telegraphic address of each of these stations is:—

“O.C. (*name of station*) Radio.”

G.P.O. Coastal W/T Station.	Telephone No.	Coastal Districts Served.
Wick Radio ... ..	Wick 9 ... ..	North Coast of Scotland and East Coast north of Montrose.
Cullercoats Radio ...	Whitley Bay 241...	Angus Coast, Firth of Forth, Berwick, Northumberland and Durham coasts.
Humber Radio ... ..	Mablethorpe 40 ...	Yorkshire, Lincolnshire and Norfolk coasts.
North Foreland Radio	Broadstairs 233 ...	Suffolk and Essex coasts, Thames Estuary, Kent and East Sussex coasts to Brighton.
Niton Radio ... ..	Niton 25 ... ..	West Sussex coast, Isle of Wight, Hampshire and Dorset coasts.
Lands End Radio ...	St. Just 23 ... ..	Devon and Cornwall coasts, South-East of Ireland.
Fishguard Radio ...	Fishguard 7 ... ..	North Cornwall and North Devon coasts, Bristol Channel, St. George's Channel, Welsh coast to Northern arm of Cardigan Bay.
Seaforth Radio ... ..	Waterloo 245 ... ..	Irish Sea, Carnarvon Bay, Estuary of Dee and Mersey, Morecambe Bay.
Portpatrick Radio ...	Portpatrick 30 ...	North Channel, Firth of Clyde.
Portishead Radio ...	Highbridge 53 ...	Distances greater than 300 miles from coast of British Isles.
Malin Head ... ..	—	North and North-West of Ireland and Donegal Bay.
Valentia ... ..	Valentia 9... ..	South-West of Ireland to Mayo Coast.

TABLE B

14. List of Naval Authorities showing the areas for which they are responsible, together with their Telegraphic Address and Telephone number.

Naval Authority.	Limits of Command.	Telegraphic Address.	Telephone Number.
R.A. and C.O., Coast of Scotland.	Scottish Border on East Coast to Bennane Head on West Coast. (Ten miles north of Loch Ryan.)	Admiral, Rosyth.	Dunfermline 501.
C.-in-C., Nore ...	Scottish Border on East Coast to Meridian of 0° 34' E. on South Coast.	Admiral, Chatham.	Chatham 3221. Ex. 203 or 344.
C.-in-C., Portsmouth.	Meridian of 0° 34' E. on South Coast to Meridian of 3° W. on South Coast.	Admiral, Portsmouth.	Portsmouth 7068.
C.-in-C., Plymouth	Meridian of 3° W. on South Coast to Bennane Head; and Coast of Ireland. This includes the whole of the North Channel.	Admiral, Devonport.	Devonport 370 or Plymouth 270.



## FLEET AIR ARM AIRCRAFT

15. When ship-borne aircraft of the Fleet Air Arm are missing or in distress at sea the following action may be taken by the Senior Officer concerned, in addition to any steps taken for the provision of ship-borne aircraft to assist surface vessels in the search:—

- (a) A message may be broadcast to Merchant Ships by W/T on 500 kc/s (600 metres) and 143 kc/s (2,098 metres) by one of H.M. ships present.
- (b) The aid of R.A.F. shore-based flying boats or seaplanes may be enlisted by signal, provided that the shore bases are within reasonable distance of the missing aircraft. The limits of a search of this nature should be left to the discretion of the Officer Commanding the shore base, who will take into consideration the radii of action of his aircraft and the conditions prevailing at the time. The following shore bases are at present available for this service:—

Felixstowe.  
Calshot.  
Pembroke Dock.

Lee-on-Solent.  
Mount Batten.

(Also issued as paragraphs 1-15 of A.F.O. S.221/33.)

### 2519.—*Issued Confidentially.*

### 2520.—Parachutes and Flotation Equipment—Wearing by Fleet Air Arm Personnel

(M. 4586/33.—19.10.1933.)

#### PARACHUTES

In all Fleet Air Arm aircraft *pilots* are to wear parachutes with quick-release harness at all times when flying. All other occupants are to wear the harness, the packs being stowed in the appropriate position in the aircraft.

2. Lap type parachutes are not to be worn by crews of aircraft during catapulting.

3. Personnel in such aircraft are to be equipped with either the fixed seat type or the detachable type of parachute. The latter must be securely stowed within the fuselage prior to catapulting.

#### FLOTATION EQUIPMENT

4. All occupants of aircraft are to wear standard flotation equipment when flying over the sea.

### 2675.—Submarines—Exercises, Diving, etc.

(M. 4636/33.—9.11.1933.)

Submarines may now exercise in all home waters to the west of Longitude 4° E., provided a depth of 10 ft. is maintained under the bottom.

2. Bottoming exercises may be carried out by submarines in an area bounded by the following points:—

(a)	Lat.	50° 33' 33" N.,	long.	2° 57' 20" W.
(b)	"	50° 32' 20" N.,	"	2° 55' 40" W.
(c)	"	50° 32' 20" N.,	"	2° 50' 36" W.
(d)	"	50° 32' 0" N.,	"	2° 49' 30" W.
(e)	"	50° 32' 0" N.,	"	2° 45' 36" W.
(f)	"	50° 30' 33" N.,	"	2° 47' 10" W.
(g)	"	50° 30' 33" N.,	"	2° 49' 50" W.
(h)	"	50° 29' 12" N.,	"	2° 53' 38" W.
(j)	"	50° 30' 30" N.,	"	2° 57' 30" W.
(k)	"	50° 30' 45" N.,	"	3° 1' 50" W.
(l)	"	50° 30' 15" N.,	"	3° 3' 00" W.
(m)	"	50° 29' 00" N.,	"	3° 3' 00" W.
(n)	"	50° 27' 15" N.,	"	3° 8' 30" W.
(o)	"	50° 29' 10" N.,	"	3° 9' 55" W.
(p)	"	50° 29' 45" N.,	"	3° 8' 30" W.
(q)	"	50° 29' 30" N.,	"	3° 7' 00" W.
(r)	"	50° 30' 30" N.,	"	3° 5' 50" W.
(s)	"	50° 31' 40" N.,	"	3° 6' 30" W.
(a)	"	50° 33' 33" N.,	"	2° 57' 20" W.

## 2711.—S O S Distress Calls

(M. 4313/33.—16.11.1933.)

Attention is directed to the regulations regarding Danger and Distress Signals contained in the Admiralty List of Wireless Signals, 1931, Vol. II, pages 188–190.

2. The following arrangements have been adopted in conjunction with the G.P.O. and Board of Trade regarding distress calls received or intercepted in Home Waters:—

### Section (I) Post Office Coast W/T Stations

3. The action which will be taken by Post Office Coast W/T Stations on receipt of distress signals is shown in the following instructions which have been issued by the G.P.O.:—

4. **Distress Signals Procedure when actually dealt with by Station.**—On receipt of the Distress Signal (S O S) all signalling is at once to cease and every effort made to assist the signal through to its destination.

5. In the event of the Station receiving an SOS message addressed to the Station, or not addressed to any specific Station, provided that the position of the distressed vessel is within the area included between the parallels of latitude 49 deg. and 61 deg. north and the meridians of longitude of 3 deg. east and 9 deg. west, the following instructions (A), (B), (C), and (D) are to be observed:—

(A) Advise the appropriate Liaison Coastguard Station according to Table A, below, giving the fullest information possible. The Wireless Station will indicate where there is any doubt as to the position of the vessel in distress, as received by the operator, and, in any such doubtful cases, will confirm or correct the position given as soon as possible.

6. **Action taken by Liaison Coastguard Station.**—The Coastguard Station will, on receipt of the information from the Wireless Station, at once plot the position on the chart and ascertain off the coast of which Coastguard district the vessel in distress lies. If in the Home district, the appropriate Lifeboat Station will be advised direct and any other necessary action taken. If, however, another district is concerned, the Coastguard Station will, by the most rapid means possible, pass the information to the District Officer of that district—and in certain circumstances to the Coastguard Station nearest to the position of the vessel in distress—the position being given in latitude and longitude or as originally received from the Wireless Station.

(B) Advise the Commander-in-Chief of the area in which the Coast Wireless Station is situated (*see* Table A at end of this Order for addresses).

The text of this advice should normally be in the following form:—

“Following received from (name of distressed vessel or vessel giving information) at (time received) G.M.T. begins (quote details as received) ends = .....Radio.”

(C) Inform Lloyd's, who will take all necessary action in regard to communicating with Tug Owners, etc., using the same form of advice as for Commander-in-Chief.

(D) Make special report to Inspector of Wireless Telegraphy, in writing, together with relative log extracts and the times at which advices were sent to the Authorities concerned.

7. The nationality of the ship involved should be included in all distress reports to the above authorities.

8. All subsequent information regarding the Distress Call, such as assistance being given by other vessels, or any developments such as correction of position, etc., must be communicated to the authorities in (A), (B), and (C) above, as soon as available.

9. It will be seen that the Wireless Station acts as a handing over station between the distressed vessel and the Authorities responsible for rendering assistance from the shore. When the Coastguard organisation has taken the necessary action to despatch or arrange for such assistance as may be possible, the action taken will be reported to the Wireless Station in order that, if possible, the vessel in distress may be notified of the nature of the assistance arranged, or, alternatively, notified that the Coastguard has not been able to arrange assistance from the shore.

10. All communications to and from the authorities mentioned in (A), (B), and (C) must be written on the appropriate telegraph forms and be included in the station returns.

11. A Coast Station must not in any circumstances instruct any ship to give assistance, but may if it appears desirable inform a ship that she appears to be the nearest to the ship in distress and ask whether she proposes going to the assistance of the distressed vessel. If the Master does not propose to do so the Coast Station may ask the reason and inform a second or third ship that she appears to be next in order of usefulness.

12. Such signals should take the following form :—

(1) You appear to be nearest to— are you going to her assistance.

(2) You appear to be nearest available ship to — are you going to her assistance.

In the case of (2) the reason why the nearest ship is unable to give assistance may be given if it seems desirable.

13. **Ships in Distress not Fitted with Wireless.**—In cases where a ship in distress is not fitted with wireless apparatus, any action taken on her behalf by another ship which is fitted should be regarded in the nature of distress working and should be treated accordingly.

14. **Procedure when Intercepted but not actually dealt with by Station.**—The above procedure is also always to be followed where a Coast Station intercepts a distress call from a position *inside* the area defined in para. 5, unless it is clear that the call is being dealt with by another British Coast Station. In the latter case no action is necessary beyond submitting a report to the Inspector of Wireless Telegraphy in the following terms :—

“ At.....on.....a distress call from.....was heard.  
It was dealt with by.....”

15. In any case of doubt, discretion in favour of reporting to the Authorities named should be exercised.

16. Where distress messages from positions *outside* the area defined in paragraph 5 are dealt with or intercepted by a British Coast Station instructions (B), (C), and (D) only are to be followed, i.e., no report should be made to the Liaison Coastguard Station. See paragraph 14 above with regard to reporting intercepted distress calls to the Inspector of Wireless Telegraphy.

17. It is important to note that the Naval authorities must be advised by at least one Coast Station of every distress call dealt with or intercepted.

18. The Officer-in-Charge should make the best possible arrangements, and local instructions for dealing with distress messages should be prominently displayed for the guidance of the staff.

19. If a distress call is addressed to a particular station, and another station intercepting it finds that the station to which it is addressed has difficulty in dealing with it, the second station should do all in its power to give effect to the call.

20. The text of, or information contained in, a private message bearing a specific address, even if it is actually prefixed by "S O S," is never to be communicated to any other than the addressee.

21. **Information relating to Grounding of Vessels and other Casualties.**—Should information relating to the grounding of or other mishap to a vessel be received at a Wireless Station, the Liaison Coastguard Station should not be advised unless such information would normally be sent to Lloyd's, or permission has first been obtained from the sender for the information to be reported to Lloyd's.

22. Circumstances may arise in which messages from the Liaison Coastguard Station to other authorities cannot be passed as expeditiously by telephone as by telegraph. In such cases the messages will be passed by the Coastguard to the Wireless Station which is directly connected with the telegraph system and which will forward such messages for the Coastguard.

23. **Irish Free State.**—Malin Head should advise its appropriate Liaison Coastguard Station (which is situated in Northern Ireland) of distress calls within the area defined in paragraph 26 and both Malin Head and Valentia should, if necessary, advise "Transmarine Dublin" of all distress calls whether dealt with or intercepted.

24. These Stations should also advise the lifeboat authority believed to be nearest to the vessel in distress if such authority is situated in the Irish Free State, and should in all cases advise the authorities mentioned in instructions (B), (C), and (D).

25. In the event of a casualty being nearer to the Irish Free State Coast than it is to the English or Welsh Coast, "Transmarine Dublin" should be informed direct, in addition to the usual advices issued to the other Authorities. In any such case, the advice to the Coastguard Liaison Station should include the words "Transmarine Dublin informed."

26. The following action should also be taken by Valentia and Malin Head on the receipt or interception of a distress call from a vessel in distress on the coasts of the Irish Free State or between the parallels of latitude 51 degrees and 56 degrees north and the meridians of longitude 5 degrees and 11 degrees west.

(1) Notify nearest Coast Life Saving and Lifeboat Stations.

(2) (a) If on *East Coast*, notify Mr. T. Casement (Telegraphic address :—"Casement, Suptmarine, Dublin").

(b) If on *South Coast*, notify Mr. J. Morgan (Telegraphic address by day :—"Morgan, Shipsurvey, Cork"); (Telegraphic address by night :—"Morgan, Bishopstown 60 Cork").

(c) If on *West or North-west Coast*, notify Mr. E. McQuillan (Telegraphic address :—"McQuillan, Galway, 51").

(3) In all cases notify Department of Industry and Commerce, Transport and Marine Branch (Telegraphic address :—"Transmarine, Dublin"), stating the action taken under (1) and (2).

27. **Ships in Distress at Distance of over 300 Miles from nearest Coast Station.**—Coast Stations intercepting an SOS call from a ship in distress at a distance of more than 300 miles from the nearest Coast Station should, in addition to following the foregoing general instructions, advise Portishead Radio by service message.

28. **Portishead Broadcasting Distress Information.**—Portishead will, if the advice is received during the 143 kc/s period (35 to 45 minutes past each hour) immediately broadcast the information on 143 kc/s, and, after dealing with any replies which may be received, broadcast on the working wave or waves in use at the time. The information will also be broadcast, if necessary, during the next traffic call period (30 to 35 minutes past each second hour, commencing at 0030 G.M.T.) on 149 kc/s.

If the advice is received during a traffic call period the information will immediately be broadcast on 149 kc/s, and thereafter as detailed above.

If the advice is received outside the traffic call and 143 kc/s periods, the information will immediately be broadcast on the working wave or waves in use at the time, and thereafter on 143 kc/s during the next 143 kc/s period, and also, if necessary, during the next traffic call period.

29. **Broadcasting of SOS Messages by B.B.C.**—Arrangements have been made between the Board of Trade, General Post Office, and the B.B.C. for regulating the broadcasting by the latter of SOS messages received from vessels at sea under certain circumstances.

### Section (II) Naval W/T Stations

30. In the event of any Naval W/T Station intercepting or receiving a distress call, action is to be taken only when it cannot be definitely established that the call is actually being dealt with by the proper Post Office W/T Station. In such cases the following action is to be taken :—

- (1) If the distress signal is from a vessel in the area included between the parallels of latitude 49 deg. and 61 deg. north and the meridians of longitude 3 deg. east and 9 deg. west, the following are to be informed by the quickest possible method :—
  - (a) The Wireless Liaison Coastguard Station (*see* Table B at end of this Order) which will take all necessary action to inform the Lifeboat Authorities or other Coastguard Stations.
  - (b) The Naval Commander-in-Chief of the area in which the W/T Station is situated.
  - (c) Lloyds, who will take all necessary action in regard to communicating with Tug Owners, etc.
- (2) If the distress signal is from a vessel in a position outside the area defined in (1) above, authorities (b) and (c) only are to be informed. Exceptionally, similar action to that indicated under Irish Free State should be taken in the case of a distress signal received from a vessel within the area of the Irish Free State. In addition, if the vessel in distress is at a distance of more than 300 miles from the nearest G.P.O. Coast W/T Station, Portishead W/T Station is to be informed for purposes of broadcasting as laid down in the instructions to Post Office Coast W/T Stations given in Section (I) of this Order.

### Section (III) H.M. Ships

31. It is the duty of the ship which considers herself nearest to a ship in distress to answer the distress messages, obtaining the position, if that has not already been given, and to report the action being taken to the nearest commercial Coast Station.

32. It is the duty of the Coast Station nearest to the ship in distress to exercise general supervision of W/T traffic, ascertain what action is being taken, and inform all the appropriate authorities under the instructions contained in this Order.

33. Any of H.M. Ships, if nearest to the ship in distress, should take action as above.

If not nearest to the ship in distress but sufficiently near to be of use, she should stand by to take any useful action as opportunity offers and in any case should also report fully to the Commander-in-Chief of the area in which the distress signal originated using a Naval Station to avoid interference with the distress signals.

### Section (IV) General

34. The Commander-in-Chief is responsible for any Naval action taken within his command on receipt of a distress call.

35. When a report of a distress call is received from a W/T Station the Naval Authority receiving the report should, if the ship in distress is not in his command, inform :—

- (a) The Naval Authority in the command in which the ship is situated, and
- (b) The Naval Authority nearest the ship where this is not covered by (a).

36. Action by Naval Authorities or H.M. Ships is called for only when immediate assistance, not otherwise forthcoming, is required to save life and/or property.

Competition or interference with commercial undertakings for dealing with marine contingencies should be avoided.

37. If a vessel in distress sends a message asking for assistance as a private message bearing a specific address and no general distress message is sent out, the Naval Authorities concerned are relieved of all responsibility for taking any action. This differentiation between private signals and general distress calls has been made clear by the Board of Trade in a Notice to Mariners, the text of which is as follows :—

“ The attention of Masters is called to the fact that if a vessel in distress sends a message asking for assistance as a private message bearing a specific address and no general distress message is sent out, the Public Departments concerned will be unable to render assistance to the vessel in question or to take steps to make the need generally known in order that other ships or persons may render assistance.”

**TABLE A**

LIST OF WIRELESS STATIONS WITH NAVAL AREAS IN WHICH THEY ARE SITUATED, TELEGRAPHIC ADDRESSES OF COMMANDERS-IN-CHIEF OF AREAS AND LIAISON COASTGUARD STATIONS

Wireless Station.	Naval Area.	Telegraphic Addresses of Commanders-in-Chief.	Liaison Coastguard Station.
Wick ...	Coast of Scotland	Admiral, Rosyth	Wick.
Portpatrick	Plymouth ...	Admiral, Devonport	Portpatrick.
*Cullercoats	Nore ... ..	Admiral, Chatham	Blyth.
Humber ...	Nore ... ..	Admiral, Chatham	Mablethorpe
North Foreland.	Nore ... ..	Admiral, Chatham	Ramsgate.
Niton ...	Portsmouth ...	Admiral, Portsmouth	Ventnor.
Land's End	Plymouth ...	Admiral, Devonport	St. Ives.
Fishguard ...	Plymouth ...	Admiral, Devonport	Fishguard.
†Seaforth ...	Plymouth ...	Admiral, Devonport	Hoylake.
†Valentia ...	Plymouth ...	Admiral, Devonport	—
†Malin Head	Plymouth ...	Admiral, Devonport	Ballycastle.
Portishead ...	Plymouth ...	Admiral, Devonport	—

\* Cullercoats also to advise Admiral, Rosyth.

† Seaforth also to advise Marine Superintendent, Mersey Docks and Harbour Board by telephone regarding vessels in the vicinity of Liverpool.

† Valentia and Malin Head also to advise the Department of Industry and Commerce, Dublin (Telegraphic address “Transmarine, Dublin”).

**TABLE B**

LIST OF R.N. SHORE W/T STATIONS, WITH THEIR RESPECTIVE WIRELESS LIAISON COASTGUARD STATIONS

Rosyth ... ..	Elie.
Scarborough ... ..	Whitby.
Cleethorpes ... ..	Mablethorpe.
Nore ... ..	Ramsgate.
Culver Cliff ... ..	Ventnor.
Portland Bill ... ..	Wyke.
Devil's Point ... ..	Hope Cove.

(Also issued as A.F.Os. S.15/33 and S.247/33.)

**2712.—Aircraft Distress Calls.**

(M. 4313/33.—16.11.1933.)

**I. Aircraft when in distress** will make the following signals either together or separately:—

- (i) The international signal "S O S" by means of visual or wireless telegraphy or in the case of radio-telephony the spoken word "Mayday."
- (ii) The International Code Signal of Distress indicated by "N C."
- (iii) The Distress Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- (iv) A continuous sounding with any sound apparatus.
- (v) A signal consisting of a succession of white pyro-technical lights, fired at short intervals.
- (vi) A white flare from which at intervals of about 3 seconds a white light is ejected into the air.

**II. Post Office Coast W/T Stations.**—The following instructions have been issued by the G.P.O. to Post Office Coast W/T Stations.

In cases of distress, stations should advise the following authorities:—

- (a) The nearest aerodrome or Royal Air Force Headquarters as shown in Table B at the end of this Order.
- (b) The nearest Naval authority as shown in Table A at the end of this Order.
- (c) The Air Ministry (Telegraphic Address, Airministry, London), giving if possible the locality and registration mark of the casualty. (All aircraft distress calls should be notified, whether received direct or intercepted.)
- (d) If the accident occurs over land, advise the Police Station nearest to the Coast Wireless Station; if over sea, either the Coastguard or Portishead (in accordance with the procedure outlined in A.F.O. 2711/33, Section (I)).

Messages should be passed to the Police Station by telephone wherever possible. Their address and telephone number should be shown in local distress instructions, and the words "Life Saving Service" signalled before the address in telegrams, or quoted in telephone messages.

- (e) Make special report to Inspector of Wireless Telegraphy, in writing, together with relative log extracts and the times at which advices were sent to the authorities concerned. All distress calls whether dealt with direct or intercepted should be so treated.
- (f) The text of the advice to (a), (b), (c), (d) (and to Lloyds in the case of Commercial aircraft) should normally be in the following form:—

"Following received from (identity of distressed aircraft or coast or other station giving information) at (time received) G.M.T. begins (quote details as received) ends—  
.....Radio."

In some cases aircraft may ask for their position by wireless. If the information can be given, it should be sent on the 500 kc/s wave at a speed not greater than 12 words per minute.

All casualties to Commercial aircraft should also be reported to Lloyds and to their agents in the same way as casualties to shipping.

Commercial aircraft use call signs consisting of five letters which are also their registration markings, while the call signs used by Service aircraft of the Royal Air Force consist of various combinations of two letters and one figure.

In all cases where the identity of aircraft in distress is not known or is doubtful, discretion should be exercised in favour of reporting to Lloyds.

**III. Naval W/T Stations.**—In the event of any Naval W/T Station intercepting or receiving a distress call, action is to be taken only when it cannot be definitely established that the call is being dealt with by a Post Office W/T Station. In such cases Naval W/T Stations should conform to the instructions for Post Office W/T Stations shown in Section II except as regards (e). Table C at the end of this Order contains a list of Naval W/T Stations with the appropriate Naval Authorities and Liaison Coast-guard Stations to be informed, and Table D a list of the nearest aerodromes.

**IV. H.M. Ships and General.**—The provisions of Sections (III) and (IV) of A.F.O. 2711/33 are applicable generally to aircraft as well as ships in distress.

**V. Action to be taken in the event of forced landings by aircraft in the vicinity of Fleet Establishments on shore at home.**

*Note.*—Except as laid down in clause 2 (a) below, Naval authorities will not be required to take action (*i.e.*, to provide guards, etc.) in the event of a mishap on shore where such action could equally well be taken by Military or Royal Air Force authorities.

1. *Procedure in the case of forced landing where the aircraft is undamaged.*

- (a) If called upon by the pilot, the officer in charge of the nearest Fleet Establishment should provide a guard for the aircraft until such time as a Royal Air Force guard or salvage party (or in the case of civil aircraft, the local police), arrives and takes over the aircraft. The instructions for the guard should be as follows:—
  - (i) The guard is on no account to leave the aircraft until relieved by the Royal Air Force guard, or by the police in the case of civil aircraft.
  - (ii) No smoking is to be allowed in the vicinity of the aircraft. No matches are to be struck nor are naked lights to be carried near the aircraft.
  - (iii) No unauthorised persons are to be allowed to touch the aircraft.
  - (iv) The guard is not to lean against the planes or other fabric parts.
  - (v) On no account are the propeller or switches to be touched.
- (b) Facilities will be given for the service pilot to get in touch with the nearest Royal Air Force unit or the civil pilot with the local police by telephone or wire.

2. *Procedure in the case of a crash.*

- (a) In the event of a crash taking place near a Fleet Establishment and being witnessed by Naval personnel, they will on their own initiative:—
  - (i) Render all assistance possible in removing the pilot and/or passenger or passengers from the wreckage. In order that subsequent investigation may be made to determine the cause of the crash, the wreckage should not be disturbed more than possible, while the occupants are being extricated. Thereafter the wreckage must not be touched by anyone until the arrival of a responsible Royal Air Force officer or Air Ministry official.
  - (ii) Obtain nearest medical assistance.
  - (iii) Report through their senior officer to the nearest Royal Air Force unit or command, giving number of aircraft, names of occupants if possible, and time of accident. In the case of civil aircraft, the report will be made to the local police in the first instance.



(b) If the address of the nearest Royal Air Force unit is not known, communication should be made to the nearest of the following units:—

(1) Air Defences of Great Britain.

Headquarters: Hillingdon House, Uxbridge.  
Telegraphic address: Defensive, Uxbridge.  
Telephone No.: Uxbridge 231 (6 lines).

(2) Inland Area.

Headquarters: Stanmore, Middlesex.  
Telegraphic address: Airgenarch, Stanmore.  
Telephone No.: Bushey Heath 111 (3 lines).

(3) No. 23 Group.

Headquarters: Grantham.  
Telegraphic address: Airgroup, Grantham.  
Telephone No.: Grantham 305.

(4) Station Headquarters, R.A.F.—Biggin Hill, Westerham, Kent.

Telegraphic address: Aeronautics, Biggin Hill.  
Telephone No.: Ravensbourne 1960.

(5) Station Headquarters, R.A.F.—Andover, Hants.

Telegraphic address: Aeronautics, Andover.  
Telephone No.: Andover 280 (4 lines).

(6) No. 5 Flying Training School.

Headquarters: Sealand, Queensferry, Chester.  
Telegraphic address: Aeronautics, Chester.  
Telephone No.: Connah's Quay 190.

(7) Royal Air Force Base—Leuchars, Fife, N.B.

Telegraphic address: Aeronautics, Leuchars.  
Telephone No.: Leuchars 16.

(8) No. 25 (Fighter) Squadron.

Headquarters: Hawkinge.  
Telegraphic address: Aeronautics, Folkestone.  
Telephone No.: Folkestone 2271.

(9) R.A.F. Aeroplane and Armament Experimental Establishment.

Headquarters: Martlesham Heath.  
Telegraphic address: Aeronautics, Ipswich.  
Telephone No.: Kesgrave 71.

(10) No. 502 (Ulster) Bombing Squadron.

Headquarters: Aldergrove, Co. Antrim, N. Ireland.  
Telegraphic address: Aeronautics, Crumlin, Antrim.  
Telephone No.: Antrim 20.

(11) Coastal Area.

Headquarters: Coastal Area, Royal Air Force, Lee-on-the-Solent, Hampshire.  
Telegraphic address: Airgenarch, Lee-on-the-Solent.  
Telephone number: Lee-on-the-Solent 143.

(12) R.A.F. Marine Aircraft Experimental Establishment.

Headquarters: Felixstowe.  
Telegraphic address: Aeronautics, Felixstowe.  
Telephone No.: Felixstowe 184 and Ipswich Naval Exchange.

(c) In the case of civil aircraft, after the local police have been informed, accidents should be reported, if possible, direct to the Air Ministry.

Telegraphic address: Aircivil, Airministry, London.  
Telephone: Holborn 3434 or Whitehall 7171.

(d) The officer in charge, on being informed that an aircraft has crashed in the vicinity of his establishment, should take steps immediately to provide a guard to take charge of the wreckage. The instructions for the guard will be as follows:—

(i) The guard, or local police in the case of civil aircraft, are on no account to leave the crash until relieved by the Royal Air Force guard.

(ii) Owing to the fact that the petrol tank may burst during the crash and that as a result the ground and wreckage may be saturated with petrol, it is essential that no smoking is allowed in the vicinity of the crash. No matches are to be struck nor are naked lights to be carried near the crash.

(e) When examining a crash at night electric torches only are to be used. The headlights of a car, if available, may be turned in the direction of the crash.

TABLE A.

*List of Post Office Wireless Stations with Naval Areas in which they are situated. Telegraphic Addresses of Commanders-in-Chief of Areas and Liaison Coastguard Stations.*

<i>Wireless Station.</i>	<i>Naval Area.</i>	<i>Telegraphic Addresses of Commanders-in-Chief.</i>	<i>Liaison Coast-guard Station.</i>
Wick ...	Coast of Scotland	Admiral, Rosyth ...	Wick.
*Cullercoats ...	Nore ...	Admiral, Chatham ...	Blyth.
Humber ...	Nore ...	Admiral, Chatham ...	Mablethorpe.
North Foreland ...	Nore ...	Admiral, Chatham ...	Ramsgate.
Niton ...	Portsmouth	Admiral, Portsmouth...	Ventnor.
Portishead ...	Plymouth	Admiral, Devonport ...	—
Lands End ...	Plymouth	Admiral, Devonport ...	St. Ives.
Fishguard ...	Plymouth	Admiral, Devonport ...	Fishguard.
†Seaforth ...	Plymouth	Admiral, Devonport ...	Hoylake.
Portpatrick ...	Plymouth	Admiral, Devonport ...	Portpatrick.
†Malin Head ...	Plymouth	Admiral, Devonport ...	Ballycastle.
†Valentia ...	Plymouth	Admiral, Devonport ...	—

\* Cullercoats also to advise Admiral, Rosyth.

† Malin Head and Valentia also to advise the Department of Industry and Commerce, Dublin. (Telegraphic Address: "Transmarine, Dublin").

‡ Seaforth also to advise Marine Superintendent, Mersey Docks and Harbour Board by telephone regarding vessels in the vicinity of Liverpool.

TABLE B.

*Air Ministry W/T Stations near G.P.O. Stations.*

*Air Ministry Telegraphic Address—"Airministry, London."*

<i>No.</i>	<i>Name.</i>	<i>Nearest R. A. F. or Civil Station.</i>	<i>Distance Miles.</i>	<i>Telegraphic Address.</i>
1	Wick ...	Leuchars ...	150	Aeronautics, Leuchars.
2	Cullercoats ...	{ Usworth ...	9	Aeronautics, Hylton.
		{ Catterick ...	40	Aeronautics, Catterick.
3	Humber ...	Digby ...	33	Aeronautics, Lincoln.
4	North Foreland ...	Manston ...	5	Aeronautics, Ramsgate.
5	Niton ...	Lee-on-the-Solent	16	Airgenarch, Lee-on-the-Solent.
6	Lands End ...	Mount Batten ...	70	Aeronautics, Plymouth.
7	Fishguard ...	Pembroke Dock	22	Aeronautics, Pembroke Dock.
8	Seaforth ...	Sealand ...	18	Aeronautics, Chester.
9	Portpatrick ...	{ Abbotsinch ...	80	Aeronautics, Paisley.
		{ Donibristle ...	107	Aeronautics, Dunfermline.
10	Malin Head ...	Aldergrove ...	66	Aeronautics, Crumlin, Antrim.
11	Valentia ...	Aldergrove ...	102	Aeronautics, Crumlin, Antrim.
12	Portishead ...	{ Filton ...	10	Aeronautics, Filton.
		{ Upavon ...	45	Aeronautics, Upavon.

TABLE C.

*List of R. N. Shore W/T Stations with the appropriate Naval Authorities and Liaison Coastguard Stations.*

<i>Station.</i>	<i>Naval Authorities.</i>	<i>Telegraphic Address.</i>	<i>Liaison Coastguard Station.</i>
Rosyth ...	R.A. and C.O., Coast of Scotland.	Admiral, Rosyth ...	'Elie.
Scarborough...	Commander-in-Chief, Nore.	Admiral, Chatham ...	Whitby.
Cleethorpes ...	do.	do.	Mablethorpe.
Nore ...	do.	do.	Ramsgate.
Culver Cliff ...	Commander-in-Chief, Portsmouth.	Admiral, Portsmouth.	Ventnor.
Portland Bill	do.	do.	Wyke.
Devil's Point	Commander-in-Chief, Plymouth.	Admiral, Devonport.	Hope Cove.

TABLE D.

*List of R.N. Shore W/T Stations with nearest Aerodromes.*

<i>Station.</i>	<i>Nearest R. A. F. or Civil Station.</i>	<i>Telegraphic Address.</i>
Rosyth ...	Donibristle ...	Aeronautics, Dunfermline.
Scarborough ...	Digby ...	Aeronautics, Lincoln.
Cleethorpes ...	Digby ...	Aeronautics, Lincoln.
Nore ...	Eastchurch ...	Aeronautics, Eastchurch.
Culver Cliff ...	Gosport ...	Aeronautics, Gosport.
Portland Bill	Calshot ...	Aeronautics, Fawley, Hants.
Devil's Point	Mount Batten ...	Aeronautics, Plymouth.

(A.F.O. 2711/33.)

(Also issued as A.F.O. S.248/33.)

## 2761.—Combined Exercises with Army—Expenses

(E. 244/33.—23.11.1933.)

The following general rules as to the incidence of expenses are to be observed when combined exercises are carried out in conjunction with the Army.

2. If services are performed by the Fleet or a Naval establishment of a nature which the Navy might be expected to undertake in an actual operation, though they are in fact carried out for the immediate requirements of the Army, the expenses are to be charged to the Navy Votes normally bearing similar expenses for purely Naval exercises.

3. If the services performed are of a nature which would not be a Naval responsibility in an actual operation, any additional expense or the cost of dockyard services should be claimed from the local military authorities.

4. Combined exercises on a scale likely to involve expenditure beyond normal allowances should be arranged only with Admiralty approval.

5. The term "combined exercises" is not intended to cover services such as the provision and towage of targets or target ships for coast defence firings, or those rendered in connection with trials of material. The expenses of such services are normally recoverable and any cases of importance should be referred to the Admiralty for consideration on their merits.

**2762.—Sleeve Targets—Method of Streaming from Aircraft**

(N.A.D. 586/33.—23.11.1933.)

In view of the difficulties which have been experienced in the past in streaming and winding in the sleeve targets from aircraft, the following method is to be used in future in aircraft of the Fleet Air Arm. (*See also* Diagrams A and B) (E.F.O. 132/33 (1-2).)

2. The auxiliary wire attached to the sleeve target is to be replaced by a convenient length of standard Naval hemp signal halyard (Pattern C.1576) with an eye splice made at each end.

A length of 25-30 ft. is sufficient in a Fairey III.F to ensure that when the target is towed at short span it is about 10 ft. clear of the tail of the aircraft.

3. The sleeve target is made fast to one end of the hemp signal halyard by means of double kite cord (Air Min. Stores Ref. 32A/9). The other end of the length of hemp signal halyard is attached to the shackle of the main wire by a similiar double kite cord.

4. *Method of Operation.*—When at a suitable height, the observer informs the pilot who throttles back and flies on a steady course. The bomb sight door is then opened and the whole length of signal halyard is thrown down at once and *not* paid out gradually.

This is best done by carefully coiling down the signal halyard as for throwing a heaving line.

When the bight of signal halyard is free below the fuselage of the aircraft, the operator then launches the folded target through the aperture.

The target, still folded, falls down and backwards until it is brought up all standing at the end of the halyard and opens.

In order to release the sleeve target the kite cord connecting the sleeve to the signal halyard is cut by a sharp knife.

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**Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.****1919****99C.—***Issued Confidentially.***1920****966C.—***Issued Confidentially.***2157.—Naval Engineering—Method of Selection for Higher Posts  
—Position of Officers Specialising as Lieutenants**

(C.W. 13055/20.—17.7.1920.)

In the statement of the First Lord of the Admiralty explanatory of the Naval Estimates 1920–21, it was pointed out that final separation between the Officers of the Deck and Engineering sides of the Naval Service was necessary. These words were used :—

“ There is a definite distinction both as regards knowledge and capabilities, between those who are to be trained in the science of Naval War, and strategical and tactical methods of fighting, and those who are to deal with the upkeep and maintenance of Engineering and mechanical appliances which are necessitated by the complex machinery and weapons of modern war. Each side requires a special study, and for this reason final separation of the branches is essential.”

At the same time in the statement the importance of close co-operation between the Deck and Engineering Branches was emphasised.

2. Separation being accepted, the prospects of each branch should be such as to maintain high efficiency in the personnel composing the branch. So far as the Deck side is concerned, this is allowed for by the prospects of high command opened up to all who enter that side of the profession, but on the Engineering side it cannot be said that this is fully the case, and with the exception of the office of the Engineer-in-Chief, and certain technical appointments, there are comparatively few higher posts. There is a danger, therefore, that under existing conditions the Engineering side may fail to attract its due proportion of Officers of ability, and the Service will suffer in efficiency accordingly. Since the statement of the First Lord this matter has received consideration, and the steps outlined below have been taken.

3. The Engineer-in-Chief at the head of the Naval Engineering profession has up to the present been under the Third Sea Lord and Controller. His primary responsibility was design and supply, his Department being organised to meet the requirements of design and supply.

Whilst retaining his responsibility to the Controller as above, it has been decided that in future the Engineer-in-Chief shall be responsible to the Chief of the Naval Staff for advice on all matters in connection with Naval Engineering policy. He will work in close touch with the Naval Staff, being thus conversant with the trend of Naval policy and being in a position to frame his Engineering plans to meet the requirements of policy.

It has further been decided that the Engineer-in-Chief shall be the Board's principal adviser upon all questions relating to the instruction and training of Engineering personnel, he being for this work directly responsible to the Board through the Second Sea Lord.

Thus the Office of the Engineer-in-Chief as head of the Engineering side of the Naval profession will have extended scope, and the Department of the Engineer-in-Chief will offer posts of the highest administrative importance and responsibility for Senior Engineer Officers.

4. After the Engineer-in-Chief, the most important positions in the Naval Service of a technical and administrative order, are the posts of Admirals Superintendent, responsible for the administration of H.M. Dockyards.

Hitherto, only Officers from the Deck Branch have been eligible for this service, but it is intended that in the future, when Officers of the common entry or special entry systems who have joined the Engineering Branch have attained high rank, that these Officers also should be considered with Deck Officers for these positions.

Should the Admiral Superintendent be such an Officer, the principle would be adhered to that he would not be eligible to command the port, since command of the port in time of war deals with operations, the province of the Deck Officer.

5. In connection with the policy of separation referred to in paragraphs 1 and 2, the Board have also had under consideration the rule under which Lieutenants who have had one year's experience as Watchkeepers before specialising in Engineering are allowed to retain the right of military command till between 7½–9 years' seniority as Lieutenants, when they must decide to remain at Engineering or revert to deck duties. The duties of Lieutenant (E) are becoming more and more exacting and it is considered that in the future it will be impracticable to give effect to reversion to deck duties after a number of years spent on Engineering duties. It has consequently been decided that the option of reversion to deck duties should now be withdrawn altogether from Officers who volunteer for Engineering duties in the future. Officers who have already volunteered will remain under the existing rules.

### **3657.—Lower Deck Benefit Societies**

(N.L. 1291.—22.12.1920.)

There is reason to think that it will be of assistance both to Officers and men to have some indication of the views of the Admiralty in regard to the associations known as the Lower Deck Benefit Societies.

2. These Societies were founded for the purpose of promoting thrift by securing to their members, in return for regular contributions, specified benefits for themselves or their representatives in the event of disablement or death. Some of the Societies have been in existence for many years, and they have behind them an honourable record of useful work.

3. The management of such organisations by the men of the Navy on their own behalf is in accord with the policy of the Board, who have at present under their consideration a scheme for the formation of a Royal Naval Benevolent Trust which will provide for various benevolent funds intended for the benefit of the Navy being managed by representatives of the men on behalf of the whole Service.

4. Their Lordships therefore desire it to be known that they fully recognise the great advantages that have accrued to Petty Officers and men by the formation of Benefit Societies, and that such Societies have the full support and approval of the Admiralty so long as they confine themselves to their original and legitimate objects.

5. At the same time the Admiralty think it necessary to point out that a great responsibility rests on those having the management of the Benefit Societies to see that the activities of the Societies are restricted to their proper sphere, and do not develop on lines that are inconsistent with the discipline of the Service.

6. The importance of the maintenance of discipline in any Armed Force is abundantly proved by history, and the experience of the recent war has shown conclusively that discipline is at the root of fighting efficiency. It is no less clear that discipline is essential in peace time to a Force which has always claimed, and with justice, that it is ready to meet any emergency in any part of the world.

7. Discipline, which requires the co-ordination of individual wills in order to achieve a single purpose, can only be brought to a high state of efficiency by Officers and men being in close touch with each other.

8. It is essential, therefore, that Officers should carefully look after the interests of their men in order that discipline may not be impaired by disaffection; and that the men should have confidence in their Officers not only to direct them in action or the daily routine of the ship, but also to take a personal interest in their welfare.

9. To this end it is provided by the King's Regulations that the requests and grievances of individuals should be represented to their Officers and, in particular, to the Captain of their ship, an appeal to higher authority being in certain cases permitted. Stress has also been laid on the importance of Officers, especially Officers of Divisions, studying the well-being of those under their orders by assisting their men in preferring legitimate requests.

10. The Admiralty have been careful to preserve the same principle of the close association of Officers and men when establishing machinery for enabling general questions (or such as affect large classes of men) to be discussed between Officers and men and reported on by the former for the consideration of the Board. Experience will no doubt make it possible to improve upon this machinery, but whatever form it may take from time to time, the association of Officers with the men in formulating and preferring their requests must be maintained as being essential in a disciplined Service.

11. For this reason, and because of the expressed intention of the Admiralty to make an efficient machinery to enable them to be informed fully as to the aspirations, grievances and disabilities of the Lower Deck from time to time, their Lordships are unable to recognise such matters as coming within the proper sphere of the Lower Deck Benefit Societies. It is of course not to be supposed that when these Societies meet for their legitimate purposes, the opportunity will not be taken by members to exchange views on non-disciplinary Service matters affecting them, and the Admiralty have no wish to apply the strict wording of the King's Regulations to moderate and reasonable discussion of this kind on such occasions. But it would be a clear infringement of the Regulations for such matters to be permitted to become the main concern of the Benefit Societies. In particular, proposals that have appeared in the Press for a general amalgamation of such Societies, or for the establishment of a Periodical in connection therewith could not, in the opinion of the Board, serve any useful object connected with the legitimate purposes of the Benefit Societies, and would be regarded by the Board as contravening both the letter and the spirit of the Regulations.

12. The Admiralty have thought it right to give this clear expression of their views, because they have documentary evidence showing that outside influences which are hostile to the discipline and good order of the Service have fixed upon these Societies as a possible channel through which to work. Their Lordships are satisfied that these influences have had no success whatever, but it is obviously necessary that those connected with the Societies should be on their guard and should see that the activities of their organisations are kept within the proper limits.

### **3680.—Ireland—Ratings not to carry Arms or Military Stores on Railways**

(N. 65605.—24.12.1920.)

Ratings sent by rail in Ireland are not to carry arms or military stores.

# 1921

## 12.—Fumigating and Disinfecting Rooms and Compartments by Means of Formaldehyde Gas

(M.D.G. 10526/20.—1.1.1921.)

The attention of Medical Officers is called to the following method which may be used as an alternative for fumigating and disinfecting rooms and compartments by means of Formaldehyde Gas :—

- (1) The gas can be evolved from formaldehyde solution by means of chlorinated lime without the use of any heating apparatus.
- (2) The quantities required for the fumigation of every 2,000 cu. ft. of space are as follows :—
 

Formaldehyde solution .. .. .	2 pints.
Chlorinated lime .. .. .	2 lb.
- (3) The compartment to be disinfected is carefully sealed, and in it are distributed a number of buckets, proportionate to the cubic capacity of the compartment, each containing two pints of formaldehyde solution.
- (4) For each of these buckets 2 lb. of chlorinated lime is provided, made up into packets by means of thin paper in which a few slits have been cut to allow access of the fluid to the lime.
- (5) These packets are dropped into the buckets by the operator, who must retire from the compartment as quickly as possible.
- (6) The compartment should remain sealed for a minimum of eight hours or longer in the case of specially infective diseases.

*Note.*—The lime must not be placed in the formaldehyde solution without previously being wrapped up in paper as described, or the reaction will be excessive and the fluid will froth out of the bucket.

The containers should be placed on trays or metal slabs, as considerable heat is generated by the reaction.

**1307.**—*Issued Confidentially.*

# 1923

**449.**—*Issued Confidentially.*

## 3120.—Cinematograph Films Relanded from H.M. Ships

(N.L. 5612/23.—23.11.1923.)

In order to avoid delay in the landing of cinematograph films from H.M. Ships, the following instruction has been issued to Collectors and other Officers of the Department of the Board of Customs and Excise :—

“ Collectors and other Officers concerned are authorised to allow immediate delivery, without payment of duty, of any positive films relanded from H.M. Ships on production of a certificate signed or countersigned by the Captain or Commanding Officer of the Ship to the effect that the positive film (full description) was shipped on board H.M.S. (name of ship) at (a British or Northern Irish port) on the (date). This certificate may be accepted in all circumstances, including arrivals of H.M. Ships from foreign ports.”



2. In future, any film, when taken on board one of H.M. Ships from the shore, should be labelled "Shipped at—" with the signature, rank and ship of the person receiving the consignment. The Officer giving the certificate to the Customs for the landing of films will then only require to satisfy himself that all films in a consignment relanded are labelled as shipped at a British or North Irish port.

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## 1924

### 762.—Overpayment of Pay and Allowances—Procedure to be followed

(N.P. (I) 4032/23.—28.3.1924.)

The following instructions are promulgated for the guidance of all concerned:—

(a) Overpayments made under a genuine misunderstanding due to ambiguity of Orders or Regulations and issued and received in good faith will not be recovered.

The onus of showing cause for such misunderstanding rests upon the Accountant Officer, and recovery either in whole or in part according to the merits of the case will be made if such explanation cannot be admitted.

(b) As the party primarily responsible for the refund of an overpayment is the recipient of the money, his own interests should make clear to such recipient the necessity for at once calling the attention of the Accountant Officer to any payments he may have received which are open to doubt. By so doing an accumulation of overpayment may be avoided, the recovery of which would cause considerable hardship.

(c) Overpayments due to clerical error or mistake of fact and not to any admissible misunderstanding or misinterpretation of Orders or Regulations are recoverable notwithstanding that they have been received in good faith.

(d) Should the recipient of such payment be excused refund in whole or in part on account of the special circumstances of the case, the Accountant Officer responsible for the overissue will be relieved of his liability pro tanto.

(e) Every disallowance of an overpayment will be coupled with a direction to recover from the payee, where that is practicable. If the recipient of the overpayment be in receipt of unemployed pay at other than the full pay rate, half pay, retired pay, or pension, steps will be taken at the Admiralty to effect recovery from such unemployed, half or retired pay or pension, the Officer or man being informed. Where an overpayment by an Accountant Officer, or any portion thereof, cannot for any reason be recovered from the payee, the Accountant Officer is liable to be directed to debit himself with the amount thereof.

(f) In any case in which a Commanding Officer may consider that an overpayment is due to a genuine misunderstanding of Orders or Regulations, and should therefore not be recovered, he is to report the facts to the Admiralty and to cause the following information to be appended to his report:—

- (i) The Accountant Officer's explanation of how the misunderstanding arose and how the overpayment was discovered.
- (ii) Whether the recipient should have been aware that he was being overpaid, with reasons for the conclusion come to.

(g) Nothing in this Order in any way affects the power of the Board to take disciplinary action under Article 1528 of the King's Regulations and Admiralty Instructions or otherwise, in any case in which the circumstances attending an overpayment may be considered to warrant such a course.

(h) This Order refers to overpayment of Naval pay and allowances and in no way affects undercharges of Income Tax.

## 1295.—Patents and Designs Act, 1919, Section 8—Record of Unpatented Inventions

*(This Order is reprinted under Section 3.)*

## 1865.—Dutiable Goods for H.M. Ships in Irish Waters— Exemption from Customs Duties

(N.L. 1993/24.—11.7.1924.)

Arrangements have been made with the Government of the Irish Free State whereby supplies and stores *officially consigned* to Ireland for the use of any of His Majesty's Forces that may from time to time be stationed within Free State territory or waters will be admitted free of Customs Duties subject to the conditions set out in the accompanying schedule.

2. Consignments of dutiable stores from the Navy, Army and Air Force Institutes for the Officers' Messes and Canteens of His Majesty's Ships will be admitted free of duty on importation for immediate re-export to or shipment on such ships on the same conditions as supplies officially consigned. For the purpose of paragraph 3 of the conditions in the Schedule the Manager of the Institute from which the stores are despatched will be regarded as the Officer responsible for the despatch of the stores.

3. Post parcels containing dutiable stores including parcels from private firms, addressed to the Officers' Messes and Canteens of His Majesty's Ships will be delivered free of duty on condition that the Commissioned Officer responsible for the receipt of the stores will acknowledge receipt on an advice which will be forwarded to him for that purpose, and return the receipted advice to the Collector of Customs and Excise, at the port at which the parcels were imported into the Irish Free State.

4. Consignments of dutiable stores from private firms imported by ship will be delivered free of duty for immediate re-export to the ship to which they are consigned, on condition that the goods are entered on landing for trans-shipment on Sale Forms Nos. 38 and 49, and that bond is entered into, with a surety resident in the Irish Free State, for a sum equivalent to the amount of duty on the goods to cover the re-export of the goods. The receipt of the Officer responsible for the receipt of the goods on His Majesty's Ship to which they are consigned, countersigned by the Captain or Commanding Officer, will be accepted in discharge of the bond.

5. The foregoing concessions do not apply to stores for the use of British care and maintenance parties stationed in the Irish Free State under the provisions of the Annex to the Treaty.

6. Every care is to be taken to comply with the conditions laid down by the Irish Free State Customs Authorities and any failure to comply with these Customs Regulations will be dealt with under Article 914 of the King's Regulations and Admiralty Instructions.

SCHEDULE.

DUTY-FREE ADMISSION OF STORES AND SUPPLIES IMPORTED IN THE IRISH FREE STATE FOR THE USE OF MEMBERS OF HIS MAJESTY'S FORCES.

In order to secure the duty-free admission into the Irish Free State of goods imported for the use of His Majesty's Forces the following conditions should be complied with:—

- (1) Each package of goods should bear a distinguishing mark and number.
- (2) If the stores and supplies are conveyed in a British Government vessel, the Commander should hand to the Customs and Excise Officer at the port of landing in the Irish Free State a list, in duplicate, of the goods consigned to each military or naval unit showing the marks and numbers of the packages, and description of the goods. The goods will then be cleared out of Customs charge. The Commanding Officer of the military or naval unit who actually receives the goods should acknowledge receipt on the duplicate copy of the list forwarded to him for that purpose, and return the receipt to the Collector of Customs and Excise at the port of importation.
- (3) If the stores and supplies are conveyed otherwise than in a British Government vessel, an advice, in duplicate, should be furnished by the Officer despatching the stores showing that the goods have been officially consigned and giving the marks, numbers and details of the contents of each package, one copy of the list to accompany the goods, the duplicate copy being forwarded by post to the Collector of Customs and Excise at the port of importation in the Irish Free State. The agent appointed to take delivery at the port of importation must be furnished with a form of application, signed by the Commissioned Officer responsible for the despatch of the goods. (A specimen form of application is annexed.) The goods will then be cleared out of Customs charge at the port of importation. The Commanding Officer of the military or naval unit who actually receives the goods should acknowledge receipt on the duplicate copy of the advice which will be forwarded to him for that purpose, and return the receipted advice to the Collector of Customs and Excise at the port of importation.

FORM OF APPLICATION FOR DELIVERY OF DUTIABLE STORES AND SUPPLIES IMPORTED INTO SAORSTAT EIREANN FOR THE USE OF BRITISH TROOPS OR PERSONNEL OF THE BRITISH NAVY.

To the Officer of Customs and Excise  
at .....  
I hereby authorise and request Mr.....  
of.....to take delivery of the  
following goods, viz. :—

<i>Marks and Numbers.</i>	<i>Quantity and Description of Goods.</i>
and I hereby declare that the goods are for the sole use of	
*British Troops stationed at.....	
British Naval Units at.....	

Signature and rank of Commissioned  
Officer responsible for the despatch  
of the goods.

Office  
Stamp.

\* Delete the words not applicable.

### **\*2376.—Interpreter Service—Recording in Seedie Certificate Books**

(N. 3697.—5.9.1924.)

Cases have arisen in which Interpreter service has been recorded along with Seedie service in the Certificate Book of Seedies registered at Aden. This practice gives rise to confusion as to whether Interpreter service does or does not count for progressive pay, badges, pension, medal or gratuity, etc.

### **\*3177.—R.N. Personnel on Loan to Royal Australian Navy—Pay, etc., Arrangements**

(N.P. (I) 1756.—28.11.1924.)

#### **A.—OFFICERS AND MEN OF THE ROYAL NAVY ABOUT TO TAKE SERVICE IN THE ROYAL AUSTRALIAN NAVY.**

An Officer of the Royal Navy appointed to the Royal Australian Navy direct from Full Pay or Unemployed Pay at the Full Pay rate should be paid by the Accountant Officer of his Ship or Depôt up to the date immediately preceding that of his appointment. A Transfer List is to be forwarded to the Naval Representative for the Commonwealth of Australia, H.M.A. London Depôt, Australia House, Strand, W.C.2, and also a duplicate to the Accountant-General of the Navy (Branch 11A).

2. When a rating is selected for service in the Royal Australian Navy the date of commencement of his R.A.N. Engagement will be determined by the Commonwealth Naval Representative and the Ship informed. Such rating should be paid by the Accountant Officer of his ship up to the date of his discharge from the Royal Navy, a Transfer List being forwarded to H.M.A. London Depôt, and a duplicate to the Accountant-General of the Navy (Allotments Branch).

3. In order to provide that Officers and ratings definitely transferred or on loan to the Royal Australian Navy shall have an opportunity to revise their contributions to their dependants on being placed on Australian rates of pay, and in order to avoid hardship through a break in the continuity of payment to the dependants by reason of the Officer's or man's transfer, the allotment (and any allowances in force in respect of ratings) at the time of transfer will not necessarily be discontinued and any adjustments or stoppages should be left for arrangement between the Accountant-General and the Australian Commonwealth.

The allotments of all Officers and ratings selected for service in the Royal Australian Navy should not therefore be regarded as stopped on transfer, but particulars of the allotment should be shown on the Transfer Lists forwarded to the Naval Representative and Accountant-General of the Navy (Allotments Branch) as in the case of transfers in the Royal Navy.

4. Form A.S.55 (R.A.N. Engagement) and the Agreement Forms which are also signed by Active Service and R.F.R. ratings, etc., loaned to the Royal Australian Navy are to be forwarded to the Naval Representative on completion.

5. Advances of Australian pay by R.N. Depôts will be authorised where necessary by H.M.A. London Depôt only, by means of Transfer List showing rate of pay, etc.

#### **B.—OFFICERS AND MEN OF THE ROYAL NAVY RETURNING FROM SERVICE IN THE ROYAL AUSTRALIAN NAVY.**

6. Officers and men of the Royal Navy returning from the Royal Australian Navy for reversion to the Royal Navy are to be borne nominally on the books of one of the R.N. Depôts for disciplinary purposes only, from the date of arrival in England to the date of expiration of their R.A.N. leave. Payment will be made to them direct by H.M.A. London Depôt.

7. In the case of Officers, a Transfer List will be forwarded by H.M.A. London Dépôt to H.M.S. "Victory" showing the period for which such Officers should be borne nominally on that Dépôt's books, a notation being made that payment will be effected direct by H.M.A. London Dépôt for such period.

8. Transfer Lists in respect of ratings will be furnished to the respective Dépôts to which they will return on the expiration of their R.A.N. leave, indicating the period for which they should be borne nominally on Dépôt books prior to reversion to the Royal Navy. At the expiration of leave, pay documents, Service Certificates, etc., will be forwarded by H.M.A. London Dépôt to R.N. Dépôt.

(*K.R. and A.I., Art. 1734 (9e).*)

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## 1925

### 287.—Character Assessments—Applications for Alteration

(N.L. 4384/24.—30.1.1925.)

Applications for reassessments of character should be carefully investigated, and should not be referred to the Admiralty unless the grounds of application are well founded and are considered to fulfil the conditions laid down in this and previous orders. Consideration is given—

- (a) To cases of serving ratings who would have been eligible for a V.G.\* character instead of "Good" prior to 1912 if the former award had been in force at the time;
- (b) To characters assessed below the limits prescribed in Article 605 K.R. and A.I., when the effect of the lower assessment has proved unduly severe;
- (c) To punishments and the resultant character assessments which in themselves or by reason of their consequential effects may appear unduly severe in relation to the offences committed; and
- (d) In exceptional cases to inferior character assessments awarded to men who have subsequently received recognition for individual acts of personal gallantry in war.

2. Applications under paragraph 1 (a) should be for V.G. character. It is particularly to be noted that the award of V.G.\* is in no case applicable to assessments prior to 1912, or to conditions other than those stated in the note to Article 605 K.R. and A.I.

3. Applications are not entertained in respect of character records containing an assessment below "Good," or more than one assessment below V.G. during pensionable service, unless the circumstances of the case are very exceptional.

4. If an application involves a complaint regarding a punishment, regard should be had to Articles 9 and 10 K.R. and A.I. When no fresh evidence bearing on a past conviction is adduced, a man's uncorroborated statement should be forwarded only if investigation is considered practicable and desirable.

5. Applications coming within the categories detailed in paragraph 1 will be considered on their merits, but the provisions of this order should not be construed as implying that the subsequent good conduct of an offender necessarily constitutes a ground for a remission of the penalties resulting from a punishment.

**\*1131.—Royal Tournament — Compensatory Allowances of Officers attending the Royal Tournament for 1925 and Future Years**

(C.W./N.P. (I) 1048/25.—24.4.1925.)

The following revised arrangements have been approved with regard to the payment of Compensatory Allowances to R.N. and R.M. Officers attending the Royal Tournament during the current and future years.

**(1) OFFICERS ON DUTY.**

(a) All Officers who are paid Subsistence Allowance out of Tournament Funds are ineligible for Lodging, Provision or Servants Allowances during the period they are attending the Tournament, subject to the provision that any Officer in receipt of those allowances on the date of proceeding on Tournament duties shall be allowed to continue in receipt of Lodging and Servants Allowances for a period not exceeding 30 days, provided that their lodgings are retained and paid for, and that Lodging Allowance has previously been paid at the annual rate.

(b) No distinction will be drawn between Officers employed on duties connected with the Royal Tournament and Officers employed on disciplinary duties, unless in any case the Tournament Authorities decline to pay the usual Subsistence Allowance to the latter.

(c) All Officers' claims for allowances and all claims for travelling expenses, etc., with reference to participation in the Tournament should be referred in the first place to the Accountant-General of the Navy.

**(2) OFFICER COMPETITORS.**

Officer competitors not in receipt of Subsistence Allowance from Tournament Funds, who are detached from full pay appointments will be entitled during the necessary period of absence—

(i) To continue in receipt of Lodging, Provision and Servants Allowances, if such are in course of payment in respect of their appointments, and subject as regards Lodging and Servants Allowances to the conditions laid down in 1 (a); otherwise

(ii) To Provision Allowance if they would normally have been victualled.

The necessary period of absence at the Tournament for competitions will not count as ordinary leave.

**1893.—Issued Confidentially.**

## 1926

**451.—Disposal of Personal Effects, etc., of Officers and Men of the Royal Air Force who Die while Serving with the Royal Navy and away from the R.A.F. Units to which they belong—Procedure and Accounting**

(C. (III) 2142.—12.2.1926.)

The following procedure is to be adopted in dealing with the personal effects, etc., of Officers and airmen of the Royal Air Force who die while serving with the Royal Navy and away from the unit of the Royal Air Force to which they belong:—

Personal effects of—

- (a) Officers, together with their kit, are to be forwarded to the President of the Committee of Adjustment at the R.A.F. Unit to which the officer belonged.
- (b) Airmen, together with Pay Books when in the airmen's possession (after extraction of any wills), are to be forwarded to:—

The Officer in Charge of Records,  
Royal Air Force,  
Ruislip,  
Uxbridge,  
Middlesex.

2. Any money found among the effects of Officers or airmen may be applied to defray any debts owing to the public or debts of a semi-public nature (e.g., mess bills), but no private claims are to be met in this manner. An account of this money, supported by vouchers, and verified where practicable by two Officers, together with any claims against the estate, should be forwarded, in the case of both Officers and airmen, to:—

The Secretary,  
Air Ministry (Accounts 2B),  
Kingsway,  
London, W.C.2.

3. Any balance of this money remaining after payment of the above-named debts, is to be taken on charge in the Cash Account, under the heading of "Air Ministry," and the accounts forwarded to the Air Ministry should contain a reference to the debit entry.

4. Any available information as to will, marriage and next-of-kin, should also be transmitted immediately to the Air Ministry at the above address. Any wills found in pay books or otherwise are to be forwarded by registered post; certified copies of the same being kept in case of the loss of the originals.

**\*1070.—Navy, Army and Air Force Institutes—Sale of Groceries, etc., to Officers and Men for Family use**

(V. 141/26.—9.4.1926.)

The following revised arrangements are approved whereby groceries and other articles usually stocked by the Navy, Army and Air Force Institutes may be purchased in the canteen for family use by Officers and men borne on the books of H.M. Ships and Fleet Establishments.

2. Every Officer and man wishing to avail himself of this privilege will be required to register at the canteen with the permission of his Commanding Officer.

3. Each registered customer will be supplied by the Navy, Army and Air Force Institutes with a grocery book showing his name, rank or rating and private address, and containing general instructions as to the scheme.

4. He will also be given a registered number which will be entered on his grocery book and will hold good until he leaves the Ship or Establishment. On transfer to another Ship or Establishment he will be required to re-register.

5. Orders for groceries, etc., are to be entered by the customer in his grocery book, which is to be handed in at the canteen daily at such hour as may be fixed by the Commanding Officer. Payment for the goods must be made when the order is handed in and a discount of 5 per cent., calculated to the nearest penny, will be allowed at the time of payment.

6. The customer's order will be copied from the grocery book by the canteen manager on an order form on which the cost of the goods will be calculated, the discount being deducted from the total. This form will be made out in duplicate by the carbon process, and the duplicate will serve the purpose of a receipt.

7. The grocery book will be returned to the customer tied on the outside of the parcel containing the goods ordered.

8. Should the customer desire to take away the goods himself, the canteen manager will hand him the duplicate receipt (which will be stamped "PAID") and will deposit the parcel in such place as may be detailed by the Commanding Officer convenient for collection by the customer before leaving the Ship or Establishment.

9. The duplicate receipt given by the canteen manager is to be used as a pass for taking the goods out of the Ship or Establishment.

10. If preferred by the customer, the canteen manager will arrange for delivery of the goods at the customer's private address. In this event the duplicate receipt (pass) will be retained by the canteen manager and will be forwarded by him to the customer's private address with and attached to the parcel containing the goods.

11. Rebate will not be paid by the Navy, Army and Air Force Institutes to the ship's or barracks' funds in respect of these purchases, and canteen managers will keep a daily abstract of all purchases by registered customers, the cash received for sales to such customers during the month being deducted from the total cash takings in the canteen when calculating the rebate due to the ship's or barracks' funds.

12. It must be clearly understood that this scheme is limited to the supply of goods in respect of which duty has been paid or which are not liable to duty.

13. In the case of seagoing ships which are allowed to ship dutiable canteen stores free of duty, such dutiable goods are on no account to be supplied to customers for the purpose of being taken out of the ship. Any such abuse of the scheme will render the person or persons concerned liable to the penalties for smuggling.



14. The following is a list of some of the principal goods dutiable in the United Kingdom:—

Assorted biscuits.	Jam (all kinds).
Cake.	Marmalade.
Chocolate (all kinds).	Lemonade powders.
Cigars.	Matches (all kinds).
Cocoa essence.	Condensed milk (sweetened).
Cigarettes (all kinds).	Mineral waters.
Cocoa and milk.	Candied peel (all kinds).
Café au lait.	Fruit salad.
Coffee.	Sugar.
Chicory.	Hard and soft confectionery (all kinds).
Currants.	Golden syrup.
Dates.	Tea.
Figs.	Tobacco (all kinds).
Tinned fruits and syrup.	Beer.
Bottled fruits.	Playing cards.
Sultanas.	Chutney.
Raisins.	Patent medicines.
Prunes.	
Fruit syrup.	

15. *Stocking in Canteens in Shore and Harbour Establishments of Articles included in Paymasters' Stores.*—Small stocks of groceries, such as tea, coffee, etc., which are of the kind included in the Service ration and therefore not normally stocked in canteens, may as a special case, be kept in canteens in *Shore Establishments and Harbour Ships not allowed duty free goods*, for the purpose of supply to Officers and men under the above scheme. This is on the distinct understanding that such supplies are stocked only for this particular purpose and not for issue or use in the Shore Establishments or Harbour Ships.

### **\*1333.—Chief Petty Officer (Seaman Class) and Chief Yeoman of Signals—Advancement to, by Captain**

(N. 837/26.—7.5.1926.)

As a temporary measure it has been decided to suspend the rule contained in the first sentence of clause 2 of Art. 411, K.R. & A.I. Accordingly, when invaliding or other Station vacancies (other than those specified in clause 1 of the same Article) for C.P.O. (Seaman Class) and Chief Yeoman of Signals occur on Foreign Stations, men should be appointed to carry out the duties of C.P.O. rating, and be granted difference of pay only under Art. 1591, until a relief is received.

(K.R. & A.I. Art. 411.)

### **\*1352.—Laundry Work in the Home Commands**

(C. (I) 3271/25.—21.5.1926.)

Officers and messes to whom Admiralty linen has been issued are liable to make good any loss to the Crown which may result from the property being lost or damaged while in the temporary custody of others, e.g., cleaners, laundry firms, etc., and instances have been brought to notice recently of a liability of this nature having arisen as a consequence of a laundry company to which the linen had been sent disclaiming responsibility for loss resulting from a fire.

2. Attention is therefore drawn to the fact that it is open to Officers and messes to send Admiralty linen for which they are responsible to those laundry companies at Chatham, Sheerness, Portsmouth, Devonport, Portland, Rosyth and Pembroke, with which the Admiralty have contracts in force. Under the terms of these contracts, the companies are liable for any loss or damage sustained to Admiralty property while in their possession.

3. The renewal of contracts for washing is notified in Admiralty Fleet Orders from time to time.

4. Particulars of current contracts may usually be obtained from the Accountant Officer of the ship, and, if not so available, from the Naval Store Officer at the Yard in urgent cases, or on application to the Director of Navy Contracts.

## **2026.—Petty Theft—Irregular Borrowing and Appropriation of Articles—Charges**

(N.L. 1328/26.—16.7.1926.)

Charges of theft of articles found lying about often fail to be proved through insufficient evidence of felonious intent. Charges of theft should, therefore, not be preferred, except where there is clear evidence of criminal intent. Theft by finding is an offence against ordinary law, but as it is not easy to establish clearly, the charge should not be used too freely.

2. Loose borrowing or appropriation of articles belonging to other ratings or ownerless articles may, however, occasion difficulty in H.M. Ships. While, therefore a rating found in possession of an article belonging to another should not be charged with theft unless it is clear that when it was taken there was an intention to deprive the known or ascertainable owner permanently of the article, irregular borrowing and appropriation may, according to the facts, be dealt with as offences against discipline.

3. Ships' orders should contain specific directions for the disposal of all articles found lying about which are not the property of the finder. It will then be possible when evidence for preferring a charge of theft is insufficient to formulate a charge under Section 43 of "Neglect to the prejudice, etc., in not handing over to the proper authority the articles in question which to the knowledge of the accused had come into his possession without the consent of the owner." A Court Martial or a Commanding Officer may infer from the evidence that the accused must have known that the article had come into his possession and that it had done so without the consent of the owner. It is also possible to prefer a charge of an act to the prejudice in borrowing or appropriating articles without the consent of the owner.

## **2583.—Inventions and Novel Apparatus—Demonstrations—REPORTS**

*(This Order has been reprinted under Section 3.)*

## **2879.—Entertainments Tax**

(N.L. 2855.—15.10.1926.)

Payment of entertainments duty will not be required in respect of Service entertainments, provided that application is made to the Secretary, Custom House, London, E.C., as long as possible beforehand, and in any case not later than fourteen days before the entertainment, showing that the entertainment or series of entertainments complies with the following conditions :—

- (i) The entertainment must be provided by the Forces of the Crown with the express sanction of the Naval, Military or Air Force Authorities.
- (ii) The management must be entirely in Service hands and not contracted out, *i.e.*, all the arrangements must be made directly by the Naval, Military or Air Force Officers concerned.

(iii) The net proceeds must be devoted entirely to Service objects.

(iv) The performers must not be paid.

(v) Admission must be confined to members of the Forces of the Crown in uniform and their female friends. Exception may, however, be made in favour of Canteen Attendants permanently borne in H.M. Ships. Canteen Attendants are only to be admitted on the production of the Entertainments Pass, supplies of which should be demanded by Senior Naval Officers from the Royal Naval Store Officer, West India Docks.

2. If the whole of the takings of an entertainment are devoted to charitable or philanthropic purposes, without any charge for the expenses on the takings of the entertainments or the funds to which the takings are devoted, payment of duty will not be required. If the expenses are met by donations from other sources given for the express purpose, this fact will not, however, disqualify the entertainment for exemption. Application for exemption in this case should be made as described in paragraph 1.

3. The Commissioners of Customs and Excise, upon receipt of applications, which must be accompanied by the requisite authority from the Commanding Officer of the Ship or Establishment concerned, will issue a certificate, which can be produced to any Officer of Customs and Excise, to the effect that the entertainment or entertainments in question are not liable to duty. A form of application (headed "Charities Application for Exemption") is provided, copies of which may be obtained from any Customs and Excise Office, or from the Secretary, Custom House, London, E.C.3.

4. If the whole of the net proceeds are devoted to philanthropic or charitable purposes, and the whole of the expenses do not exceed 50 per cent. of the receipts, the amount of the Tax paid in respect of the entertainment is repayable to the proprietor. Application for the Repayment of Tax must be made to the Commissioners on the prescribed form (headed "Charities Claim for Repayment"), copies of which may be obtained from any Customs and Excise Office, or from the Secretary, Custom House, London, E.C.3.

5. Definition of Terms.

- (i) The expression "takings of an entertainment" includes not only all money taken for admission, but also all takings from any source whatever in connection with the entertainment.
- (ii) The expression "receipts" includes not only money received for admission, but also all receipts from any source whatever in connection with the entertainment.
- (iii) The expression "expenses" includes expenses of all kinds in connection with the entertainment.

**3038.**—*Issued Confidentially.*

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**1927**

**74.**—*Issued Confidentially.*

**\*579.—Royal Naval Benevolent Trust—Contributions from Canteen Rebate, etc.**

(V. 580.—4.3.1927.)

Attention is drawn to the instructions for carrying out the scheme adopted in 1925, under which a contribution representing one-fifth of the amount due as canteen rebate, rent, or profit to the ship's or establishment funds of H.M. ships and fleet establishments is made to the Royal Naval Benevolent Trust. For convenience, these instructions are re-published below.

*Ships and Establishments in which the Canteen is conducted by the Navy, Army and Air Force Institutes.*

2. Where the canteen is conducted by the Navy, Army and Air Force Institutes, that Corporation will (except in the case of the R.N. Barracks) remit the amount of the contribution to the Royal Naval Benevolent Trust monthly, deducting it from the amount of rebate payable to the ship's fund.

3. In the case of the Royal Naval Barracks at the three home ports, the Navy, Army and Air Force Institutes will pay over to the barrack fund the full amount of rebate without deduction. One-fifth of this amount, plus one-fifth of any sums accruing to the barrack fund on account of local purchases by the general mess or by other messes, as well as of any other income to the barrack fund which it is the custom to include, is to be remitted, monthly or quarterly as convenient, direct to the Trust by the Treasurer of the barrack fund.

4. In establishments where the contribution from rebate is remitted to the Trust by the Navy, Army and Air Force Institutes (paragraph 2), but where further contributions are due from sources similar to those mentioned in the latter part of paragraph 3, the additional amount is to be remitted, monthly or quarterly as convenient, direct to the Trust by the Treasurer of the fund.

*Ships and Establishments in which the Canteen is not conducted by the Navy, Army and Air Force Institutes.*

5. Where the canteen is not conducted by the Navy, Army and Air Force Institutes, but is run on the service or tenant systems, the appropriate proportion of the profit or rent is to be remitted direct to the Royal Naval Benevolent Trust, monthly or quarterly as convenient, by the ship or establishment concerned.

*General.*

6. *Rebate due to Officers' Messes.*—When the amount of rebate on canteen purchases by officers' messes is authorised to be paid wholly or in part to the ship's fund, one-fifth of the amount so allotted is to be included in the contribution remitted to the Royal Naval Benevolent Trust.

7. *Ships with Royal Air Force Ratings in their complement.*—Since ratings of the Royal Air Force do not participate in the benefits of the Trust, when ships have a proportion of such ratings in their complement the total amount of rebate due to the ship's fund is to be apportioned on the basis of the respective numbers of Naval and Air Force ratings victualled during the period concerned, and the contribution to the Royal Naval Benevolent Trust calculated on the naval portion only.

8. *Contributions to be reported to the Admiralty.*—In order that a detailed list of the amounts contributed to the Trust under this scheme may be published in Admiralty Fleet Orders, particulars of any amounts *remitted direct to the Trust* (see paragraphs 3, 4 and 5) from any of H.M. ships or fleet establishments are to be reported at the same time to the Admiralty (Director of Victualling) with a statement showing how the amount has been arrived at. Similar particulars in respect of amounts remitted by the Navy, Army and Air Force Institutes (paragraph 2) are communicated to the Admiralty periodically by that Corporation, so that a complete record of the contributions is available.

9. *Posting on Notice Boards.*—Where the contributions are remitted to the Trust by the Navy, Army and Air Force Institutes, that Corporation will furnish the ship or establishment with a monthly statement of the amount of rebate due in the following form, for posting on notice boards:—

£ s. d.

Total amount of rebate due to ship's fund ... ..

One-fifth remitted to the Royal Naval Benevolent Trust .....

Balance payable to ship's fund ... ..

Similar statements are to be made out and posted up in respect of contributions under the scheme which are sent direct to the Trust by ships and establishments.

10. *Boys' Funds.*—Contributions are not made under this scheme from rebate paid into funds which are used for the sole benefit of boys in the training establishments and apprentices in H.M.S. "Fisgard."

**841.—Zone of Promotion to Paymaster Captain**

(C.W. 3172.—1.4.1927.)

The zone of promotion to Paymaster Captain for the next and future half-yearly selections has been altered to 8 years' seniority and over as Paymaster Commander on the date of selection.

**\*1286.—Roster Positions of Naval Ratings—Information Regarding**

(N. 1522.—13.5.1927.)

While Their Lordships do not wish entirely to prohibit applications being made to the dépôt for information as to the position of individual ratings on the Port Division Advancement Roster, They desire that Commanding Officers should not forward such requests without some special reason, nor unless the men concerned are in all respects qualified for advancement, and have actually been recommended on Form S.507 while in their present ships. It should be explained to men making such applications that information so obtained cannot be entirely reliable or up-to-date, and that positions on the roster are bound to fluctuate to a certain extent, owing to the working of the rules for the accelerated advancement of specially recommended men.

**\*1406.—Ireland—Restrictions on Leave**

(M. 1535/27.—27.5.1927.)

Leave to Southern Ireland may not be granted to officers and other ranks of the Royal Marines except on the distinct understanding that the recipient proceeds at his own risk and in plain clothes.

2. This restriction, which does not apply to officers and ratings of the Royal Navy, is necessary in order to place the Royal Marines on the same basis as the Army with regard to leave in Southern Ireland.

**1461.—Passages—Return Tickets**

(C. (II) 3447/27.—3.6.1927.)

The following arrangements regarding the use of return tickets for passages booked on P. and O., British India, and Orient S.N. Companies' Steamers, which have received the concurrence of the Steamship Companies concerned, are promulgated for guidance:—

In view of the considerable saving effected by booking return tickets, attention is called to the necessity of so doing when it is definitely known that the passenger will be making a return voyage between the same ports within the period of the availability of the ticket. In cases where doubt exists, but where there is a reasonable assumption that the passenger will return within this period, the passage should also be booked on a return basis. If the return portion is not used, no loss will be incurred by Government, as arrangements have been made to obtain a refund of the difference between the cost of a "return" and a "single" ticket.

As the whole cost of a return ticket is payable on production of evidence that the passenger has actually embarked on or completed the first half of the journey, it will be necessary for the following procedure to be carried out in order that the payment may be justified and records completed or the necessary recovery made if the return journey has not been completed.

**A.—PASSAGES COMMENCING IN U.K.**

(i) The Director of Sea Transport will arrange with the Steamship Company to issue to the passenger the outward portion only of his ticket and to forward the return portion to their agent at the port of destination. Before embarking the passenger will be furnished by the Director of Sea Transport with a letter authorising the issue of the return portion. When it becomes necessary to arrange for the return journey the passenger will present this letter to the Superintending Transport Officer who will then arrange with the local agent of the Steamship Company for the issue to the passenger of the return portion for use on a particular sailing, and will notify the Director of Sea Transport of the arrangement on Form S.215 (T.397).

(ii) When the return portion of a ticket has not been used within the prescribed period the passenger will forward to the Director of Sea Transport the letter of authority referred to at (i) when the necessary adjustment will be made with the Company.

**B.—PASSAGES COMMENCING AT PORTS ABROAD WHERE PAYMENT IS MADE IN LONDON.**

(i) In cases where payment is made in London, the corresponding procedure will apply, i.e., the Superintending Transport Officer will arrange with the Steamship Company to issue to the passenger the outward portion only of his ticket and to forward the return portion to the P. & O. Steam Navigation Company, Cockspur Street, London, in the case of passages by P. & O. or British India S.N. Companies' Steamers, or to the Orient Steam Navigation Company, 5, Fenchurch Avenue, London, E.C., in the case of passages by Orient S.N. Company's Steamers. Before embarking the passenger will be furnished by the Superintending Transport Officer with a letter authorising the issue of the return portion. When it becomes necessary to arrange for the return journey the passenger will present this letter to the Director of Sea Transport who will then arrange with the Steamship Company concerned for the issue to the passenger of the return portion for use on a particular sailing and will notify the Superintending Transport Officer.

B (ii) as in A (ii).

**C.—PASSAGES BETWEEN PORTS ABROAD WHERE PAYMENT IS MADE LOCALLY.**

The requisitioning authority will ascertain the period of availability of return tickets and in arranging return passages will assume the responsibility taken by the Director of Sea Transport in (A) above and will make any necessary financial adjustment with the *Company's agent*, merely reporting on Form S.215 (T.397) the details of the return of the passenger.

**D.—PASSAGES BETWEEN PORTS ABROAD WHERE PAYMENT IS MADE IN LONDON.**

The Superintending Transport Officer requisitioning the passage will notify the Director of Sea Transport on Form S.215 (T.397) when a return ticket is taken and on return of the passenger will notify the fact to the Director of Sea Transport. When the return half is not used the Superintending Transport Officer will obtain from the passenger the letter of authority and forward it to the Director of Sea Transport for the necessary adjustment.

**\*2168.—Warrant Ordnance Officers and Ordnance Artificers undergoing Instruction in Breech Mechanisms—Pay Arrangements**

(N./N.P. (II) 1618/27.—26.8.1927.)

Warrant Ordnance Officers and Ordnance Artificers detailed from sea-going ships for the special course of instruction in breech mechanisms referred to in O.U. 5362, Gunnery Training Manual, page 45, Course 67, are to remain borne for pay on the books of their ships. A nominal transfer list showing rates of pay and allotment, whether or not in debt to the Crown, and the last date victualled, is, however, to be forwarded to H.M.S. "Excellent" on the books of which establishment these officers and men are to be borne nominally (List 17) whilst undergoing the course.

2. Credits of Provision and Lodging Allowances, as laid down in Articles 1669, 1671 and 1673, King's Regulations and Admiralty Instructions are to be made in H.M.S. "Excellent" and weekly payments in respect of pay and allowances are to be made to the ratings by the Accountant Officer of that establishment. During the Woolwich portion of the course these are to be forwarded "c/o The Inspector of Naval Ordnance, Royal Arsenal, Woolwich," to whom all communications in respect of pay, travelling, etc., should be addressed.

3. Monthly advances should be made to officers.

4. Ships and establishments will furnish travelling warrants to Woolwich, also from Woolwich to Priddy's Hard; "Excellent" will furnish those for the officers and ratings to return to their respective ships and depôts on completion of course, and will also inform the Commanding Officers of ships and establishments to which these ranks and ratings belong, of the date they are discharged to "Excellent" for course at Priddy's Hard.

### **\*2876.—Injuries Sustained on Duty to be Reported Immediately**

(M.D.G. 9860/27.—11.11.1927.)

It should be brought to the notice of all ranks and ratings that in the event of an injury being received in carrying out any act of duty (which includes participation in games or other forms of physical recreation definitely organised by Naval authority—*vide* Article 1419, King's Regulations) the fact should be reported immediately, or on the first opportunity, to the Medical Officer of the ship or establishment.

2. This instruction applies particularly to damage to the ears by gunfire, and claims to compensation on the ground of attributability to the Service, in the event of disability developing from such an injury as to necessitate invaliding from the Service, cannot be accepted unless the injury is reported and a hurt certificate awarded at the time or unless other satisfactory evidence is available that the injury was actually sustained as claimed.

3. Medical Officers are to record carefully in their Journal all injury claims made, whether any disability is found to have resulted from the injury or not. If a hurt certificate is not granted the reasons are to be recorded.

### **2879.—Consular Officers—Expenditure incurred on behalf of the Admiralty**

(C. (II) 7466/27.—11.11.1927.)

Arrangements have been made with the Foreign Office that when H.M. Superintending Consuls have occasion to draw a bill of exchange to recoup themselves in respect of any comparatively large item of expenditure incurred on Admiralty account, they are to obtain from the Commanding Officers of H.M. ships ordering the supplies or services a signed certificate (to be attached to the bill) that the supplies received or services rendered were for Navy account.

Commanding Officers are to furnish such certificates upon request.

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## 1928

**\*435.—Reserve Fleet Working Parties—Re-entry of Invalided Ratings and Disability Pensioners**

(N. 214.—24.2.1928.)

Invalided ratings may be re-entered for duty in Reserve Fleet working parties without prior Admiralty approval, provided that they are in all respects fit, have been absent from the Service for less than five years, and are not in receipt of disability pensions.

2. If they have been absent from the Service for five years or more, or if they are disability pensioners, the special authority of the Admiralty for their re-entry is to be sought in accordance with Article 394, Clauses 2 and 5, King's Regulations and Admiralty Instructions.

(K.R. and A.I., Art. 394.)

**\*573.—Naval Discipline Act—Jurisdiction on Shore**

(N.L. 639/28.—9.3.1928.)

The following canteens, sailors' homes and places of recreation in the United Kingdom have been prescribed by the Admiralty under the provisions of Section 46 of the Naval Discipline Act:—

**GREENOCK.**

*Sailors' Rest*, No. 1 Dock Breast.

**GLASGOW.**

*All Y.M.C.A. Hostels and Establishments*

**ORKNEYS.**

*Royal Naval Canteen*, Lyness.

**INVERGORDON.**

*Naval Recreation Ground and Recreation Rooms.*  
*Y.M.C.A. Building.*

**ROSYTH AND SOUTH QUEENSFERRY.**

*Y.M.C.A. Building*, Ferry Toll Road, Rosyth.  
*Y.M.C.A. Hut*, South Queensferry.  
*Men's Recreation Club and Grounds*, Rosyth.  
*Royal Naval Hospital Grounds*, South Queensferry.  
*Dalmeny Football Grounds.*

**EDINBURGH.**

*Sailors', Soldiers' and Airmen's Institute*, East Register Street.  
*Y.M.C.A. Building*, 14, South Street, Andrew Street.  
*Salvation Army Naval and Army Home*, 21, South Street, Andrew Street.  
*Royal Navy Association and Club*, 12, Albany Street.

**HARWICH.**

*Salvation Army Home*, Church Street.

**SHEERNESS.**

*"Welcome" Home*, High Street, Blue Town.

**CHATHAM.**

*Salvation Army Naval and Military Home*, The Brook.  
*Annexe to the Salvation Army Naval and Military Home*, The Brook.  
*Royal Sailors' Home.*  
*Navy House*, Clover Street.



## DOVER.

*Missions to Seamen*, facing Commercial Quay.  
*Soldiers' and Sailors' Home*, 157, Snargate Street.

## PORTSMOUTH.

*Y.M.C.A. Soldiers' and Sailors' Institute*, High Street.  
*Royal Sailors' Rest*, Commercial Road.  
*Royal Sailors' Home Club*, Queen Street, Portsea.  
*Trafalgar Institute*, Edinburgh Road, Landport.  
*Salvation Army Home*, Queen Street, Portsea.  
*Duchess of Albany Home*, Edinburgh Road, Landport.  
*United Services Recreation Ground (Officers')*.  
*United Services Recreation Ground (Men's)*.  
*Royal Naval Barracks Recreation Ground*, Pitt Street.

## GOSPORT.

*Soldiers' and Sailors' Home*, Clarence Square.  
*H.M.S. "Fisgard's" Recreation Ground*, Hardway.  
*Recreation Ground*, Haslar.  
*St. Vincent Recreation Ground*.

## PORTLAND.

*Royal Naval Canteen* and the adjoining *Recreation Ground*.  
*Officers' Recreation Club and Ground*, Castle Road.  
*Salvation Army Home*, Castletown.

## WEYMOUTH.

*White Ensign Club*, at corner of St. Nicholas and Bury Streets, near St. Thomas Street.  
*Sailors' Rest*, The Quay, near Weymouth Pier.  
*East Memorial Sailors' Home*, King Street, opposite Weymouth Railway Station.  
*Salvation Army Home*, School Street.

## PLYMOUTH.

*Royal Sailors' Rest*, Fore Street, Devonport.  
*"Welcome" Sailors' and Soldiers' Home*, Fore Street, Devonport.  
*Salvation Army Naval and Military Home*, Catherine Street, Devonport.  
*Royal Sailors' Club*, Morice Square, Devonport.  
*All Y.M.C.A. Huts and Establishments*.  
*The Mayflower Hostel Sailors' Rest* (British and Foreign Sailors' Society), The Octagon, Plymouth.

## FALMOUTH.

*Royal Cornwall Sailors' Home and Hospital*, Grove Place.

## QUEENSTOWN.

*The Soldiers' Home and Sailors' Rest*, 7, West Beach.

## CORK.

*Royal Cork Sailors' Home*, Merchants' Quay.

(*Naval Discipline Act*, Section 46.)

927. }  
 1463. } Issued Confidentially.

# 1604.—Officers and Men attending Courses at H.M. Boom Defence Training School, Rosyth—Amended Arrangements

(N. 1630.—29.6.1928.)

The following amended arrangements for the routeing, etc., of officers and ratings (Active Service and R.N.R.), attending courses at H.M. Boom Defence Training School, Rosyth, are promulgated for information:—

- (a) All officers and ratings due for boom defence courses are to proceed to Inverkeithing Station, Fifeshire, where they will be met on arrival.
- (b) All communications, telegrams, etc., regarding times of arrival, all applications for transport, and all Service Certificates, R.V.2 Training Books, etc., are to be addressed as follows:—

*Postal Address:—*

The Commanding Officer,  
H.M. Boom Defence Dépôt and Training School,  
Rosyth, Fifeshire.

*Telegraphic Address:—*

Commanding Officer,  
Boom Dépôt,  
Rosyth.

*Telephone No:—*

Dunfermline 501, Extension No. 33.

- (c) Arrangements for the medical examination of ratings and for the inspection and completion of the kits of R.N.R. ratings will be made locally by the Commanding Officer, H.M. Boom Defence Dépôt and Training School, through the Captain (D), Reserve Fleet, H.M.S. "Greenwich."

(C.A.F.O. 1725/30.)

# \*1871.—Band Ranks—Instruction Afloat of Candidates for Promotion

(N. 2300/28.—27.7.1928.)

Under Article 772 (4), King's Regulations and Admiralty Instructions, Bandmasters, Royal Marine Band, serving afloat are required to give musical instruction to the band ranks serving under them, to facilitate their qualifying for promotion.

2. For this purpose Bandmasters and Band Corporals will be issued with the following text books:—

Rudiments of Music	...	...	...	Macpherson.
Melody and Harmony	...	...	...	Macpherson.
Instrumentation	...	...	...	Kling.

3. Subjects in which instruction is to be given are those contained in the syllabus as laid down in "Syllabus of Training, Royal Marines," Section IX. In view of the reduction in the period of the qualifying course for Bandmaster, 2nd Class, it is imperative that candidates for promotion should take the fullest advantage of the facilities offered to work up for promotion when serving afloat. Participation in the facilities offered to assist candidates, as distinct from general instruction given to band ranks afloat is, however, to be regarded as voluntary, but candidates for promotion who fail to take advantage of them must understand that they will have no ground for complaint should they, on account of lack of knowledge, fail in the initial test imposed on all candidates before they are allowed to join promotion classes.

4. Bandmasters of flagships are, at the end of each quarter, and by arrangement with the Senior Officer, Royal Marines, to set written tests for Corporal and Musician candidates for promotion who have elected to undergo them; the tests should cover the instruction given during the quarter. Worked papers should be collected and marked by the Bandmaster of the flagship, any useful criticism which will assist the candidates being noted on the papers.

5. To assist Bandmasters to prepare their own test papers, specimen papers set at the commencement of the promotion course at the Royal Naval School of Music will be forwarded from time to time through the Senior Officer, Royal Marines. These will represent the standard normally required of candidates joining promotion classes, and consequently the minimum standard to which candidates afloat should be prepared to attain.

6. Senior Officers, Royal Marines, are also to arrange for instruction in military subjects to be given to the same candidates, and for them to be tested when they are examined musically, the result being briefly noted on the candidates worked papers.

7. To facilitate the selection of candidates for promotion classes, test papers will also be issued from the Royal Naval School of Music, from time to time, and forwarded through the Senior Officer, Royal Marines. These papers are to be taken by all candidates for promotion; worked papers will be forwarded to the Royal Naval School of Music, for marking and criticism, and returned to the Senior Officer, Royal Marines, for information of the candidates. Royal Marine Officers Commanding Detachments are to include in their quarterly reports on Form S.365A, details as to the musical efficiency (both theoretical and instrumental) of the Non-commissioned Officers and candidates for promotion under their command.

8. Band Corporals must be in possession of a 1st Class Certificate in First Aid (Form S.458), obtained within five years of the date of examination for Bandmaster, 2nd Class, otherwise they will be required to re-qualify. In all cases where a certificate is granted to band ranks, the Examining Medical Officer is to notify the award to the Royal Naval School of Music, through the recognised service channels, the class of certificate awarded being stated.

### **\*2041.—Advancement to Leading Telegraphist—Educational Qualification**

(N. 4314/26.—17.8.1928.)

Telegraphists who passed professionally in the Signal School for advancement to Leading Telegraphist before 16th July, 1926, are not required to obtain Educational Certificate, Part I, as a condition of advancement to Leading Telegraphist.

### **3037.—*Issued Confidentially.***

### **3139.—Naval Observers Employed with Fleet Air Arm Units—Appointments and Movements**

(C.W. 9924/28.—14.12.1928.)

The following instructions embody a revised procedure for reporting the movements of Naval Observers which should be introduced forthwith:—

2. All observation duties in units of the Fleet Air Arm are now carried out by Naval officer observers, but posts for observers continue to be shown in the establishments of those units so that all officers employed with the units may appear in the establishments.

3. In order that Air Officers Commanding may know the number of observers available for operational purposes when Fleet Air Arm flights are landed, Naval Observers should be included in the monthly return of officers in accordance with establishment (R.A.F. Form 449) rendered by headquarter

units in aircraft carriers, the officers being shown separately as supernumerary to the establishment of headquarters. Naval Observers will be appointed by the Admiralty to the appropriate ship, either as part of the complement or as additional for disposal at the discretion of the Naval Commander-in-Chief. When landed for duty at a R.A.F. station ashore they will be regarded as supernumerary to the establishment of the head-quarter unit of the station and will be dealt with under the provisions of Air Ministry Weekly Order 196/31.

4. The appointment of Naval Observers to ships will be notified by the Admiralty in the daily list of appointments, and will be communicated to the officers concerned through Naval channels. As regards subsequent changes in the disposition of these officers the Air Force and Naval Authorities will keep one another informed as follows:—

- (a) Movements between ships will not be notified to R.A.F. authorities.
- (b) Movements between R.A.F. stations ashore will be notified by the Commanding Officer of the station to the Commanding Officer of the ship on whose books the officer is borne.
- (c) Movements between ships and R.A.F. stations ashore will be arranged between Commanding Officers of ships and stations. The appropriate Commander-in-Chief or Air Officer Commanding need not be notified unless a particular notification has been requested specially. Where necessary a formal order as to loan will be made.

## 1929

### \*46.—Recommendations for Advancement

(N. 3861/28.—4.1.1929.)

As some doubt has been expressed in regard to the respective values of the two forms of recommendation for advancement, it should be understood that:—

- (a) The expression “ recommendation for advancement,” which has taken the place of the former “ recommendation for advancement in due course,” makes a man eligible for advancement in his turn on the roster and, except as stated in Article 414, Clause 4, it implies fitness for immediate advancement.
- (b) Such a recommendation is not to be given unless the Commanding Officer considers the man is fit for immediate advancement (except as stated in Article 414, Clause 4), and would be satisfied to have him in his ship in the higher rating. Attention is directed to paragraph 8 in black type of the instructions on the back of Form S.507.
- (c) A recommendation for accelerated advancement is made on Form S.507 in red ink. It gives a man two months’ advantage on the roster or, if the roster is based on the “ point ” system, four additional points. It may still be given to a rating who is not fully qualified by examination, time, etc., but only if such rating is considered otherwise fit for immediate advancement, and if the Commanding Officer would be satisfied to have him in his own ship in the higher rating if he were so qualified.

**\*463.—Cook Branch—Advancement**

(N. 2864/28.—22.2.1929.)

As the present system of ante-dating cooks for advancement to petty officer cook and leading cook has given rise to difficulty, it has been decided, as a temporary measure, to suspend the regulations contained in the King's Regulations and Admiralty Instructions, Appendix XVII, Part I, Nos. 124 (D) and (F) and 125 (D) and (F).

2. While this Order remains in force :—

- (a) Professional examinations for petty officer cook and leading cook may be held either at a home port by the officer-in-charge of the cookery school, or elsewhere by two experienced accountant officers not below the rank of paymaster lieutenant, or by one such officer and a warrant instructor of cookery. This examination will be final, and there will be no provisional examination in any circumstances. Men who fail in the examination are to be put back by the examining officers for periods not exceeding 12 months.
- (b) Cook ratings are not to be recommended for advancement (other than accelerated advancement) to petty officer cook or leading cook unless, in addition to being qualified by service, conduct, etc., they have passed professionally for the higher rating. The reference to cook ratings in Article 414, Clause 4, is to be regarded as cancelled temporarily.

3. Cook ratings who have already been passed over for advancement by reason of their not having passed professionally are to be examined forthwith. If they pass they are to be advanced at once, and are to be ante-dated to the dates on which they would have been advanced in their turn if they had passed previously. Such advancements are to be absorbed in subsequent vacancies. If they fail in the professional examination, they will lose the right to be ante-dated when ultimately advanced. The names of the ratings who fail are to be notified to the dépôts.

4. In order to enable the instructions in para. 3 to be carried out, the dépôts are to notify immediately to the ships concerned, the names of cook ratings who have been so passed over for advancement, and the dates to which they should be ante-dated if they should succeed in passing at the first attempt.

5. All cook ratings undergo a 24 weeks' course on entry, and are employed throughout their service on cooking duty and are under continuous observation and report. They should by the time they take these examinations have attained a definitely high standard of professional efficiency. The professional examination, therefore, whether held in a cookery school or elsewhere, must be of such a searching nature as to ensure that this standard is reached by all successful candidates.

(*K.R. & A.I., Art. 414 and App. XVII., Pt. 1, Nos. 124 and 125.*)

**\*519.—Royal Marine Canteens—Transfer to Navy, Army and Air Force Institutes—Corps Representation**

(N. 102/29.—1.3.1929.)

Consequent upon the decision to transfer the Royal Marine Canteens, etc., to the Navy, Army and Air Force Institutes, the following arrangements have been approved :—

- (i) Royal Marine Officers will be eligible for appointment to represent the Admiralty on the Council of the Navy, Army and Air Force Institutes.
- (ii) One non-commissioned officer or Marine will be elected annually by Royal Marine Divisions and the Dépôt, Royal Marines, in turn as Corps representative. This Corps representative will be on the same footing as the Lower Deck representatives who are attached to the London headquarters of the Navy, Army and Air Force Institutes, except that he will continue to serve at the establishment electing him and will visit the Naval section of the Navy, Army and Air Force Institutes and Royal Marine Canteens when and if required.
- (iii) The Adjutant-General, Royal Marines, will be represented at meetings of the Headquarters Naval Canteen Committee by an officer nominated by him. The Corps representative will attend as representing the Royal Marine Divisions and Dépôt.
- (iv) Each of the three Royal Marine Divisions will elect a representative to serve on the Port Canteen Committee. The Corps representative will act as local representative for his particular division.

611.—*Issued Confidentially.***745.—Passages of Families of Naval and Civil Personnel Appointed to or Relieved from Stations Abroad—Deferment**

(C. (II) 2144/28.—28.3.1929.)

Attention is drawn to the fact that where the passages of the families of Naval or civil personnel appointed to or relieved from stations abroad are deferred under the provisions of Article 840, King's Regulations and Admiralty Instructions or Article 436 of the Home Dockyard Regulations, or under men's agreements, the increased cost thereby arising chargeable against the individual concerned may be considerable. Among other causes there is in some cases loss of family rebate, which is allowed by certain steamship companies and which depends on a certain number of the family travelling together.

(*K.R. and A.I., Art. 840, and Home Dockyard Regulations, Art. 436.*)

985. }  
1202. } *Issued Confidentially.*

**1308.—Staff Colleges, Naval, Army and Air Force—Attachment of Students to other Services during Vacation—Financial Arrangements**

(C.W. 504/29.—31.5.1929.)

The following financial arrangements have been agreed upon by the Admiralty, War Office and Air Ministry with regard to the attachment to other Services during vacation of Imperial and Dominion officers attending the three staff colleges:—

*Imperial Naval, Army and Air Force Officers.*

Fees to be waived. No charge to be made for the issue of provisions, accommodation, etc. In the case of Army and Royal Air Force officers attached to His Majesty's ships, Naval victualling allowance in lieu of rations is to be paid as a charge to Navy Votes, but the officers are to be responsible for paying the mess subscription of 2s. a day.

In the case of officers attached to Army units the military authorities provide, if available, servant, furnished accommodation as for an unmarried officer, fuel, light, rations, horse, forage, and stabling, if required to be mounted. When issues in kind are not available, Naval officers will be paid the usual Naval allowances in lieu by the Admiralty.

*Dominion Officers.*

(a) Dominion officers from the Royal Naval Staff College, attached to the Army or Royal Air Force, will normally be treated as officers of the Royal Navy. When attached to the Army, the usual Naval allowances payable in lieu of issues in kind will be an Admiralty liability, and will be regarded as covered by the inclusive fee for the staff course.

No special flights are to be made by the Dominion officers during their attachment to the Royal Air Force under this arrangement.

Dominion officers from the Royal Air Force Staff College, attached to His Majesty's ships, will be credited with Naval victualling allowance in lieu of rations, as for Imperial officers, as a charge to Navy Votes, but the officers will be responsible for paying the mess subscription of 2s. a day.

(b) Dominion officers from the Army Staff College attached to His Majesty's ships. As the fees for Dominion students attending the Army Staff College do not cover personal expenses, such as rations, fuel, light, etc., victualling allowance for such officers will not be issued from Naval funds, but an equivalent amount in lieu thereof is to be paid to the mess by the officers themselves as well as mess subscription.

*Note.*—The arrangements for the reciprocal waiver of charges do not apply to travelling expenses.

(*A.F.Os. 2175/29 and 2273/32.*)

1527. }  
1955. } *Issued Confidentially.*

### \*2175.—Attachment of Officers to Army Units—Miscellaneous Expenses

(C.W. 10680/28.—6.9.1929.)

With reference to A.F.O. 1308/29, the following arrangements have been approved in connection with miscellaneous expenses incurred by R.N. officers and officers of Dominion Navies who are attached to Army units:—

*Mileage Allowance.*—Payment of mileage allowance, under the provisions of Article 1663, King's Regulations and Admiralty Instructions, will be made for the necessary use of private motor cars on duty during the period of attachment, and Government rate rail fares will be paid for the journey from the last place of duty to Army Headquarters. In view of the complicated nature of the cross-country journeys involved, a certificate must be furnished by the Commanding Officer of the Military Unit to which an officer is attached as to the Service necessity for the journeys performed and the accuracy of the mileage claimed.

*Servant's Allowance.*—In the event of an officer in receipt of servant's allowance being provided with a Military servant, this allowance will not be payable during the period when such a servant is appropriated to him.

*Living under Canvas Allowance.*—This allowance will continue to be paid under Article 1640, King's Regulations and Admiralty Instructions, pending further announcement.

*Hire of Camp Equipment.*—All necessary arrangements with regard to hire of camp equipment and its transport to and from camp are to be made by the officers concerned. Reasonable expenses incurred in this connection will be refunded. Claims should be supported by receipts.

*Charges for Use of Mess Furniture.*—Any additional charges levied by the Army Authorities for the use of mess furniture, etc., will be refunded, pending a further announcement.

Claims in connection with the foregoing are to be sent through the usual channels to the Director of Navy Accounts.

(A.F.O. 1308/29.)

2932.—*Issued Confidentially.*

## 1930

### \*3.—Zones of Promotion—Executive Branch

(C.W. 3994/29.—3.1.1930.)

The zones of promotion for the half-yearly selections, until further Orders, will be as follows:—

Commander, 4 to 8 years	...	...	...	...	} Seniority on the date of selection.
Lieutenant-Commander, 3 to 7 years	...	...	...	...	

### 7.—Submarine Coxswains—Period of Service

(N. 3381/29.—3.1.1930.)

It has been decided that as a temporary measure Submarine Coxswains (Petty Officers (T), (G), and (G.L.2)) entered for service in submarines, or advanced to that rating whilst serving in submarines, who are volunteers or subsequently become volunteers and are recommended, shall be eligible, at the discretion of the Rear-Admiral (S), to serve a first period not exceeding six years, and a second period of three years.

## 82.—Medical Records of Royal Air Force Personnel admitted to Naval Hospitals and Sick Bays

(C.W. 11830/29.—10.1.1930.)

The following instructions for the completion and disposal of the Medical Records of R.A.F. personnel admitted to Naval hospitals, etc., are promulgated for information:—

- (1) Form 41 will be completed for cases of over 48 hours' duration admitted to sick bays and for all cases admitted or transferred to Naval hospitals. On discharge to duty or transfer to another hospital, the particulars on the Form 41 will be copied on to Form 39. Form 39 consists of a card with flimsy attached. When completed the forms will be disposed of as follows:—
  - (a) Form 41 will be retained at the hospital or sick bay.
  - (b) The flimsy of Form 39 will be placed in the patient's Medical History Envelope (Form 48).
  - (c) The card of Form 39 will be forwarded—
    - (i) by Naval hospitals in the United Kingdom to the Principal Medical Officer, Air Defences of Great Britain, Hillingdon House, Uxbridge, Middlesex;
    - (ii) by Naval hospitals abroad and by aircraft carriers to—

The Secretary,  
Air Ministry,  
Kingsway, W.C.2.

- (2) A weekly return of all Royal Air Force personnel admitted to sick bays or Naval hospitals will be compiled on Form 38, the flimsy of which will be disposed of as instructed in paragraph 1 (c).
- (3) Form 42 will be completed for—
  - (a) All officers recommended for a medical board by the medical officer of their unit.
  - (b) Each serving officer on 31st July (for the completion of the annual confidential report).

The flimsy copy will be placed in the officer's Form 48 and the card disposed of as instructed in paragraph 1 (c).

- (4) Form 44 will be completed for all flying accidents involving such injury to the aircraft that the damage has extended beyond the undercarriage, wing, tailskid or airscrew. The flimsy copy will be placed in the officer's Form 48 and the card forwarded to—

The Secretary,  
Air Ministry,  
Kingsway, W.C.2.

(A.F.O. 1909/31.)

200. }  
517. } *Issued Confidentially.*

## 577.—Control Officers in Destroyers—Selection, Training and REPORTS

(C.W. 1456/30.—28.2.1930.)

The requirements for the control of torpedo and gun fire render it most desirable that officers who may be called upon to carry out the duties of T.C.O. or G.C.O. in ships of Divisional Commanders should have had previous torpedo or gunnery control experience in destroyers.

2. The selection of the officers to carry out the duties of Gunnery, Torpedo and A/S Control Officers in a destroyer is to be made by the Commanding Officer.

3. In the case of a divisional leader the names of the officers selected for Gunnery and Torpedo Control duties are to be reported to the Admiralty, in order, if possible, to avoid relieving them from their appointments during the commission of the flotilla.



4. When rendering Confidential Reports (S.206) on Executive Officers, Commanding Officers of destroyers are to insert particulars of the special duty (G.C.O., T.C.O. or A/S.C.O.) on which the officer has been employed, together with his ability in that particular duty, in addition to his general professional ability.

5. The attention of Commanding Officers of destroyers is also called to the desirability of taking advantage of the refresher course for G.C.O., T.C.O. or A/S C.O. when opportunity offers in their home ports.

### 867.—Air Force Personnel serving on board H.M. Ships— Revised System of Pay Accounting

(C. (III) 1708.—28.3.1930.)

The following procedure should be adopted, but the provisions of this Order are subject to any overriding instructions that may be issued from time to time to meet special or abnormal circumstances.

1. *When a R.A.F. Accountant Officer\* is on Board.*—The R.A.F. Accountant Officer will obtain supplies of cash from the Naval Accountant Officer, receipt and supply notes (Form S.5 or S.5a) being exchanged in the usual manner. A duplicate of the supply note is to be forwarded immediately to the Air Ministry, Kingsway, W.C.2, by the Naval Accountant Officer.

2. *When there is no R.A.F. Accountant Officer on Board.*—R.A.F. personnel will be borne as follows:—

- (a) In Home Waters and the Home Fleet; on the ledgers of the Accountant Officer, Headquarters, Coastal Area, Lee-on-Solent, Hants.
- (b) In the Mediterranean, on the ledgers of the Accountant Officer, Royal Air Force Base, Malta.
- (c) On Foreign Stations other than the Mediterranean; as at (a) unless otherwise instructed.

#### PAYMENT OF R.A.F. OFFICERS.

Officers who have elected to be paid otherwise than by the agents will be paid by drafts from the R.A.F. Accountant Officer on whose ledgers they are borne.

Accountant Officers of H.M. Ships to which R.A.F. Officers are attached are authorised to cash the R.A.F. drafts and, in cases where pay is drawn from the agents, to cash the private cheques of officers up to an amount not exceeding approximately one month's pay in each month.

The maximum amounts to be so advanced are as follows:—

Squadron Leaders and higher ranks	...	...	...	£
Flight Lieutenants	...	...	...	30
Flying Officers	...	...	...	25
Pilot Officers	...	...	...	20
				15

The cheques which should be drawn in favour of the Director of Navy Accounts and crossed "Bank of England" are to be forwarded to the Director of Navy Accounts monthly from each ship, accompanied by a list giving the name and rank of drawer and the amount of each cheque, a duplicate of the list being sent in with the monthly cash account as a voucher in support of the credit for the amount of the cheques cashed. If, however, a R.A.F. Officer dies, any cheques which have been cashed for him are to be forwarded to the Director of Navy Accounts as soon as possible, and, in

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\* Here and in the remainder of this Order where reference is made to the "R.A.F. Accountant Officer on board" it will be understood as including any Air Force Officer appointed to act as Accountant Officer.

addition, a telegraphic message is to be sent to the Director of Navy Accounts stating the amount of the cheques outstanding, including any cheques which have already been forwarded but which are probably still in transit.

#### PAYMENT OF AIRMEN.

*When there is a R.A.F. Officer on Board but no R.A.F. Accountant Officer.*—Airmen will be paid on detachment pay rolls which in the case of vessels in Home Waters, Home Fleet and Mediterranean Station will be furnished by the R.A.F. Accountant Officer on whose ledgers the airmen are borne, and in the case of vessels on Foreign Stations (other than Mediterranean) will be prepared by the responsible R.A.F. Officer on board. The R.A.F. Officer will requisition from the Naval Accountant Officer the cash required, receipt and supply notes being exchanged. The detachment pay rolls will be produced for the inspection of the Naval Accountant Officer who is not to issue funds in excess of the amounts shown thereon. A duplicate of the supply note is to be sent immediately to the Air Ministry by the Naval Accountant Officer. If, for any reason, the whole of the amounts shown on the detachment pay roll cannot be disbursed to the airmen shown thereon, the unexpended balance is to be refunded to the Naval Accountant Officer, receipt and supply notes being exchanged and a duplicate of the supply note being sent by the R.A.F. Officer direct to the Admiralty.

*When no R.A.F. Officer is on Board.*—The Naval Accountant Officer is to pay the airmen on detachment pay rolls which in the case of vessels in Home Waters, Home Fleet and Mediterranean Station will be furnished in duplicate by the R.A.F. Accountant Officer on whose ledgers the men are borne, and in the case of vessels on Foreign Stations (other than Mediterranean) are to be prepared by the Naval Accountant Officer who will be furnished by the R.A.F. Accountant Officer with the necessary information as to rates of pay, etc. The original detachment pay rolls, duly receipted by the airmen, are to be forwarded to the R.A.F. Accountant Officer and the following documents are to be made out in connection with each payment:—

- (i) Supply note.
- (ii) Duplicate of (i).
- (iii) Triplicate of (i).
- (iv) Receipt note.
- (v) Duplicate of (iv).

(i), (iv) and (v) are to be returned by the Naval Accountant Officer with the original detachment pay rolls.

- (ii) Is to form a voucher to the cash account.
- (iii) Is to be sent by the Naval Accountant Officer to the Air Ministry.
- (iv) Will be signed by the R.A.F. Accountant Officer and forwarded by him to the Admiralty.
- (v) Will be signed by the R.A.F. Accountant Officer and returned by him to the Naval Accountant Officer.

Duplicate detachment pay rolls and duplicate receipt notes are to be retained by the Naval Accountant Officer.

3. The Naval Allowances (other than Marriage Allowance) such as Hard Lying Money, Leave or Provision Allowance and Grog Money, where applicable, are to be dealt with in the following manner:—

- (a) When a R.A.F. Accountant Officer or other Air Force Officer is carried, that Officer will arrange for the payment of Naval Allowances or for the crediting of them to the pay accounts concerned.
- (b) When there is no Air Force Officer on board, a certificate of the allowances due to each airman is to be compiled at the end of each calendar month by the Naval Accountant Officer and transmitted through the Commanding Officer to the R.A.F. Accountant Officer on whose ledgers the men are borne, who will credit the amounts due to the airmen's accounts in the pay ledger, and will authorise payment in the next detachment pay roll he despatches. In no case are credits of allowances to airmen to appear on the ship's ledger.

4. R.A.F. personnel will make their own arrangements as to remittances, and cash remittances under the Naval system are not to be accepted.

5. The supply and receipt notes referred to in paragraph 2 are not to be used for transactions other than the pay of R.A.F. personnel (e.g. postage and small purchases of stores). These miscellaneous disbursements are to be supported by vouchers on the appropriate forms, a notation being made thereon that the expenditure is recoverable from the Air Ministry.

6. Information should be given on vouchers for postage as to whether the stamps used were British or Foreign. As regards purchases of stores, the vendors' claims are to be settled by the Accountant Officer, and the relative R.A.F. store charge receipt voucher number, which can be obtained from the responsible R.A.F. Officer on board, is to be quoted on the cash account voucher.

7. Advances from Naval Funds to or on behalf of R.A.F. personnel will be recovered by the Admiralty from the Air Ministry.

### **\*930.—Industrial Diseases—Notification to Naval Health Officer**

(M.D.G. 435/30.—4.4.1930.)

All cases and suspected cases of occupational disease or industrial poisoning, which occur in H.M. ships or establishments (including Admiralty civil establishments) in Commands where a Naval Health Officer is borne, are to be notified to that officer on Form M.75 by the Medical Officer of the ship or establishment concerned. A list of such diseases will be found in A.F.O. 2557/29.

2. When notifying each case, the Medical Officer of the ship or establishment is to indicate whether he desires the technical advice of the Naval Health Officer in investigating the conditions under which the case occurred.

3. If this is required, an application for the services of the Naval Health Officer, approved by the Commanding Officer of the ship or officer in charge of the establishment, should accompany Form M.75 when it is forwarded to the Senior Medical Officer of the port.

(A.F.O. 2557/29.)

### **\*1132.—Medical Attendance on Government Passengers by Ships' Surgeons on board Passenger Vessels**

(C. (II) 6794/28.—25.4.1930.)

By arrangement between the Sea Transport Department and the shipping companies concerned, the following revised procedure in regard to payment for medical attendance on Government passengers by ships' surgeons on board passenger vessels will be brought into effect so as to apply to all Government passengers embarking on or after 1st May, 1930 :—

(a) *Individual Government passengers in health entitled to 1st or 2nd class accommodation.*—On presentation of a bill by the surgeon, payment on the ship's scale (as authorised by the Company) will be made on board to the surgeon by the Government passengers receiving treatment. A receipt will be given by the surgeon, and this receipt should accompany any claim for refund which may be preferred by passengers entitled to medical treatment at public expense. Such claim will normally be included with the claim for travelling, etc., expenses, and should indicate the number of attendances and the nature of the sickness.

(b) *Individual Government passengers in health entitled to 3rd class accommodation.*—These passengers are entitled to medical attendance by the ship's surgeon without charge, and payment will therefore *not* be made, either by the individual or by Government. This ruling applies irrespective of whether the passengers are actually provided with 3rd class accommodation or whether they are provided with superior accommodation at ordinary or reduced rates.

- (c) *Individual Government passengers of all classes for whom, by reason of ill-health, arrangements for medical attention on board are made by the Sea Transport Department or by Superintending Sea Transport Officers arranging passage.*—In such cases a claim for the cost of medical attendance will be made on the Sea Transport Department by the ship's surgeon through the shipping company on Form T.403. The ordering authority (i.e. Sea Transport Department or S.S.T.O.) will furnish the ship's surgeon with a copy of Form T.403, and with a written instruction to give the necessary medical *attention* to these invalids.

It will be necessary for the naval authorities at ports abroad to ensure that passengers falling under headings (a) and (b) are instructed as to the procedure which they are to follow.

2. As regards cases under (c) it will be sufficient, for this purpose, if the naval authorities requisitioning the passages notify the superintending sea transport officer that medical attention will be required during the voyage. The latter officer will then arrange with the ship's surgeon for payment to be made as laid down in (c). At ports where there is no officer appointed as S.S.T.O. (e.g., ports in South America) the naval authorities requisitioning the passages (whether direct or through consular officers) must ensure that the necessary instructions are passed to the ship's surgeon who, in such cases, will be able to obtain a copy of Form T.403 on arrival in England. (See also K.R. & A.I., Article 832a, clause 4, as to notifying ships' surgeons of medical particulars of the invalids concerned.)

It should be noted that the arrangements under (c) are designed solely for the comfort of those who, by reason of ill-health, are unfit to attend to their own affairs. They do not in any way relieve individuals who are not ordinarily entitled to medical attendance at the public expense of the liability to refund the payments made on their behalf.

3. Article 143 of the Instructions for Superintending Sea Transport Officers will in due course be amended as necessary, but meanwhile the first three paragraphs of the Article should be regarded as cancelled.

4. The procedure laid down in Articles 95, 96 and 131 of the Regulations for H.M. Sea Transport Service in connection with medical charge of and medical attendance on passengers conveyed in *transports* or *freight ships* will not be affected by the above arrangements.

### **\*1277.—Naval Trust Efficiency Fund—Institution—REPORT**

(N. 3834/29.—9.5.1930.)

Through the generosity of a private donor, who wishes to remain anonymous, a fund has been established which will be known as the Naval Trust Efficiency Fund, which will enable Their Lordships to make awards to such of the personnel of the Royal Navy, Royal Marine, Royal Indian Marine, and Dominion Navies, whether on the Active or Reserve strength, as shall show marked efficiency in fighting practices, or who shall contribute in signal degree to the improvement of the fighting appliances of the Naval or Marine Forces of His Majesty.

2. Their Lordships desire that a portion of the income to be derived from this Trust shall be divided proportionately between the respective sea-going fleets and Commands and R.M. Depôts, and that from these funds the Commander-in-Chief shall be given discretion within the limits specified to make awards to units for efficiency in fighting practices.

3. It is realised that under present day conditions it is difficult to make awards to individuals who show marked efficiency in fighting practices, and that the efficiency of ships is due more to efficient team work and leadership than to the efficiency of individuals. It has accordingly been decided that this Trust Fund should be distributed on the basis of existing competitions, or annual practices and returns from which relative fighting efficiency may be deduced, and that the Commanders-in-Chief shall allot annually as they think fit, certain sums from this fund to the units showing marked efficiency in fighting practices and exercises. The Captain of the ship will have discretionary power to expend any sum thus awarded for the benefit of the ship's company, or such part of it as is especially concerned, as he thinks best.

4. The results of armament practices, of rifle practices, examination on a comparative basis of certain engineering, gunnery or torpedo returns, are examples of practices and returns which will enable Commanders-in-Chief to assess the efficiency of units and place them in order of merit.

5. With regard to the awards to be made to personnel who contribute in a signal degree to the improvement of fighting appliances, the Board are of opinion that the distribution of that portion of the Trust Fund allotted for this purpose can most conveniently be made from the Admiralty. Applications or recommendations for awards for inventions are already referred by the Admiralty to the Awards Council for examination, but under existing regulations that body is subject to limitations which would not necessarily apply to the distribution of the Fund in question.

6. Commanders-in-Chief are, therefore, requested to forward to the Admiralty as the occasion requires, recommendation for an award from this fund, for improving fighting appliances (whether or not a claim or recommendation for award by the Admiralty under the regulations has been presented in respect of it), stating particulars of the appliance and the names of the personnel responsible for their introduction. All such recommendations are to be forwarded through the usual Service channels to the Commander-in-Chief, who will exercise his discretion as to forwarding them for consideration by the Admiralty. Where forwarded, remarks as to the usefulness and merits of the appliance are requested from Flag and Senior Officers.

7. A Committee specially convened at the Admiralty will review these applications half-yearly in January and July.

### **\*1343.—Musketry and Pistol Practices of R.A.F. Personnel borne in H.M. Ships**

(N. 1474/30.—16.5.1930.)

Arrangements are to be made for the R.A.F. personnel embarked in H.M. ships to carry out their annual musketry and pistol practices concurrently with the seamen personnel, the conditions of practices being modified whenever possible to conform to Royal Air Force Regulations as set forth in Air Ministry Publication No. 1244.

2. Where such modification is inconvenient, the R.A.F. personnel should undergo the courses under the conditions laid down for Naval personnel.

### **\*1487.—Dominion and Colonial Ratings—Procedure with regard to Training**

(N. 1550.—6.6.1930.)

The procedure regarding Dominion and Colonial ratings has been modified to ensure the centralisation of instructions relating to their training while they are attached to the Royal Navy.

2. In future all ratings will pass through the Royal Naval Barracks on arrival in England instead of joining the various Training Establishments direct, and the Commodore of the Barracks concerned (to whom correspondence regarding these ratings will be addressed) will control their movements similarly to those of R.N. personnel.

3. The provisions of Drafting Regulations, Article 1, paragraph 8, are to apply in the case of these ratings.

### **1493.—Charges for Maintenance and Treatment in Naval Hospitals**

(E/C. (I) 371/28.—6.6.1930.)

Officers (including Cadets) and men of the Royal Navy, Royal Marines and the Reserve Forces, when in receipt of the full pay of their rank or rating, or who, while on the Active List and borne on ship's books, are in receipt of consolidated naval rates of pay, not being civil salaries, are in all cases entitled to maintenance and treatment in a naval hospital at the expense of Navy Votes.

Cadets at the R.N. College are only to be sent to a naval hospital in exceptional circumstances; when so admitted no charge will be made.

Officers and men of the Royal Naval Volunteer Reserve when injured or suffering from a disability due to the performance of authorised drill or divisional duty may similarly be treated in naval hospitals at the expense of Navy Votes.

Officers employed on Inspection, Research, Design and Experimental Ordnance Duties, whilst on full salary, are eligible for hospital treatment at the expense of Navy Votes, subject to a deduction for victualling (*see* para. 6.)

2. The following scales of charges for the maintenance and treatment of persons admitted to naval hospitals at home or abroad are promulgated for information :—

SCALE I.—*Naval and Marine Officers in receipt of Unemployed Pay (either at the Full Pay or Intermediate Rates), Half Pay, or Retired Pay, and Officers on the Emergency List.*

Royal Navy. Active List Rank.	Royal Marines. Active List Rank.	Daily Charge.	Recoverable from
1. Flag Officers ... ..	General Officers ... ..	<i>s. d.</i> 9 0	Patient (see para. 3).
2. Captains ... ..	Colonels and Lieut.-Colonels (except Quartermasters).	8 0	
3. Commanders (except Officers promoted from Warrant rank).	Lieut.-Colonels (Quarter- masters) and Majors (except Officers promoted from War- rant rank).	7 0	
4. Other Ward Room Officers.	Majors promoted from War- rant rank, Captains and Lieutenants (except Lieu- tenants included in 5).	5 0	
5. Mates and Officers below Ward Room rank.	Lieutenants with less than four years' commissioned service (other than those promoted from Warrant rank) and 2nd-Lieutenants, Commissioned Officers from Warrant rank and Warrant Officers.	4 0	

*Notes to Scale I.*

(a) The rates of charge in the case of Retired Officers will be determined with reference to the last rank held on the Active List and without regard to any step in rank which may be granted on or after retirement.

Officers employed on Inspection, Research, Design and Experimental Ordnance Duties who have been granted the retired rank of Captain R.N. or Colonel R.M. in those posts are chargeable at the rate appropriate to retired officers whose rank last held on the Active List was that of Captain R.N., and such officers who have been granted the retired rank of Commander R.N. or Lieutenant-Colonel R.M. at the rate for officers whose last Active List rank was that of Commander R.N.

(b) Officers on the Active List suffering from attributable disabilities who are placed on Half Pay after the cessation of the maximum period of Full Pay sick leave allowable, are eligible for free treatment whilst retained on the Active List.

(c) Retired Officers in receipt of additional retired pay or disability retired pay who come within the undermentioned categories may, at the discretion of the Admiralty, be exempted from these charges at any time before the degree of their disablement has been finally assessed for the purpose of the grant of additional retired pay or disability retired pay :—

- (i) Those admitted for the treatment of wounds received in action or injuries sustained on duty.
- (ii) Those admitted for the treatment of disease attributable to the Service, whose disability is likely to be cured by such treatment, or so materially improved as to lead to a reduction of the retired pay.
- (iii) Those admitted for the treatment of disease attributable to the Service, whose percentage degree of disablement will have to be increased unless provided with such treatment as is likely to obviate altogether, or to a material extent, the necessity for the increase.

Officers whose additional retired pay or disability retired pay has been finally assessed will be subject to the charges laid down in the table above.

(d) The free treatment provided under (b) and (c) will include the supply, replacement, alteration, etc., of appliances so far as may be incidental to it.

SCALE II.—*Other Persons.*

- |   |              |
|---|--------------|
| 6. Civil officers of Outport Establishments and civilian workpeople (including crews of Yard craft and Works Department vessels) admitted for an injury arising out of, and in the course of, their employment, except as provided under Item 13. | } No charge. |
| 7. Agreement workmen (including Yard craft employees) and locally entered Police at Yards abroad admitted for a disability not due to their own default.  |              |
| 8. Civil salaried staff at naval hospitals, except as provided under Item 13.   |              |
| 9. Distressed British subjects or accidents arising in the vicinity of the hospital.  |              |
| 10. R.F.A. personnel when eligible for free maintenance and treatment   |              |
| 11. Assistant Constructors, whilst appointed for service afloat.  |              |
| 12. Inspecting and Assistant Inspecting Officers employed on Central Storekeeping duties, whilst serving afloat.  |              |

*Daily Charge. Recoverable from.*

- |   |   |   |
|---|---|---|
| 13. At Home Establishments only, civil officers whose remuneration does not exceed £350 per annum, and civilian workpeople (including Yard craft employees ( <i>see</i> paragraph 7), who have not accepted, or who have withdrawn from, the Government Scheme of Compensation framed under the Workmen's Compensation Act, and R.F.A. ratings, when admitted for an injury arising out of, and in the course of, their employment. (No charge, if admitted for diagnostic purposes or for radical cure of hernia.) | 2s.   | Patient.  |
| 14. Agreement workmen (including Yard craft employees) and locally entered Police at Yards abroad, admitted for a disability or injury due to own default. ( <i>See</i> paragraph 7.)   | 5s.   | Patient.  |
| 15. Non-insurable Yard craft employees, except as shown at 6, 7 and 13. ( <i>See</i> paragraph 7.)  |   |   |
| 16. R.F.A. Officers entitled to free treatment, but not to free maintenance.  |   |   |
| 17. Patients admitted at expense of Greenwich Hospital funds.   | 10s.  | *Greenwich Hospital.  |
| 18. Army personnel ... ..   |   | Local Army Command Paymaster, except for patients on leave from abroad and all patients in hospital ships, *War Office.   |
| 19. Royal Air Force personnel ... ..  | If received as Officers,                          | *Air Ministry.  |
| 20. Royal Indian Marine personnel ... ..  | 12s. ;  | *India Office.  |
| 21. Personnel of Dominion Navies ... ..   | otherwise, 10s.                                   | *Dominion Government.   |
| 22. Personnel of Foreign Navies ... ..  | Special rates at R.N. Sick Quarters, Wei-hai-wei. | Commanding Officer of Ship, if still within precincts of Port ; otherwise, at hospitals abroad, Consul of Nation concerned, or at hospitals at home, *Government concerned. |

	<i>Daily Charge.</i>	<i>Recoverable from.</i>
23. Ministry of Pensions patients (other than at Yarmouth Hospital). ( <i>See</i> paragraph 4.)		*Ministry of Pensions.
24. Civil Officers of Outport Establishments, except as shown at 6 and 13.	If received as Officers,	Patient.
25. Insurable Yard craft employees, except as shown at 6, 7 and 13. ( <i>See</i> paragraph 7.)	12s.; otherwise,	Patient.
26. R.F.A. personnel not otherwise provided for.	10s. Special rates at R.N. Sick	Patient.
27. Personnel of Mercantile Marine ...	Quarters,	Owner of Vessel.
28. Contractors' men ... ..	Wei-hai-wei.	Contractor.
29. Employees of N.A.A.F.I. ... ..		*N.A.A.F.I.
30. All other persons not provided for. ( <i>See</i> paragraph 8.)		Patient.

3. In cases marked \* and in the case of patients admitted to Yarmouth Hospital, recovery will be effected by the Director of Navy Accounts (to whom returns on Form M.96 should be forwarded) with the exception of South African Naval Personnel admitted to the Royal Naval Hospital, Cape of Good Hope, the charges for whose maintenance and treatment should be recovered direct by the Medical Officer-in-Charge from the South African authorities. In all other cases, recovery should be effected from the person indicated, any case in which payment cannot be obtained being reported to the Admiralty.

4. Applications for admission from Pensioners of the Naval Service in receipt of pensions from the Ministry of Pensions, for whom the Ministry is unable to accept prior responsibility for maintenance, should be referred to the Director-General, Medical Department. If admission is approved, the Pensioner should be informed that he will be charged 2s. a day, to be abated from his disability pension. His written agreement to this abatement should be obtained before admission and forwarded to the Controller, Pensions Issue Office, Ministry of Pensions, Acton, W.3, who should also be notified of the first and last days of his victualling.

The pensioner will receive from the Ministry of Pensions the balance of his pension over 2s. a day, but where this balance amounts to less than 5s. a week, it may be made up to 5s. from Greenwich Hospital Funds. Any case of a man whose pension is less than 2s. a day should be reported to the Admiralty for decision as to the rate of maintenance chargeable and the money allowance payable.

This procedure should not be followed where the pensioner has also a Naval pension issued by the Admiralty, as this entitles him to Greenwich Hospital benefits under the usual rules. In any case particulars of the man's victualling should be included in the annual statements relating to patients chargeable to Greenwich Hospital Funds.

5. No action is necessary in the case of Metropolitan Police admitted to a naval hospital.

6. In the following cases, charges will be made in accordance with the pertinent Regulations, and Hospitals should report the dates of the patient's admission and discharge to the officers named, who will cause the necessary deductions to be made from the patient's pay, which in each case includes provision for the cost of victualling :—

R.M. Police (Officers and Other Ranks)	Colonel Commandant of R.M. Divisions where borne.
R.N. Shore Signal Service ... ..	} Accountant Officer, Naval Reserves, R.N. Barracks, Chatham.
R.N. Shore Wireless Service ... ..	
Pensioner Petty Officer Instructors, R.N.V.R.	
R.N. and R.M. Pensioner Recruiters...	Recruiting Officer of the District to which attached ( <i>see</i> Navy List).
Officers employed on Inspection, Research, Design and Experimental Ordnance Duties.	Officer paying salary.



7. Yard Craft employees serving under Agreements which provide for a lower rate of charge than those shown above are, when liable to a charge, to be charged at the rate shown in their Agreements.

8. Any case of doubt should be referred to the Admiralty for decision, the patient being regarded as liable to pay the full rates laid down in Scale II, Item 30, pending the issue of instructions to the contrary.

9. The rates now promulgated, in so far as they differ from rates already in force, should be applied from the date of this Order.

*1725.—Issued Confidentially.*

### **1864.—Casualties—Revised Procedure for Rendering Form S.537 and for Notifying Relatives of Ratings—REPORTS**

(N./N.P (II) 1136/30.—18.7.1930.)

Following the decision promulgated that the record of whereabouts of Naval ratings and Royal Marines at present kept in the Department of the Accountant-General of the Navy is to be maintained at the Royal Naval Barracks, Royal Marine Divisions, Royal Naval School of Music and certain other Establishments, it is notified that the duties in connection with recording next-of-kin and informing relatives of the deaths and serious illness of men and boys at present performed by the Accountant-General are also to be transferred.

2. It is therefore necessary that particulars of the nearest relative or friend of every man or boy should be recorded at the establishment concerned, and to secure this the following method for rendering Form S.537 is to be adopted.

3. On 1st September, 1930, Forms S.537 are to be completed by Naval ratings of all descriptions, including natives, who are borne for pay on that date. All such Forms, after notation of the Service Certificates, are to be forwarded without delay (except as stated below) to the Commodore of the Royal Naval Barracks at the port from which the ship is manned.

Forms from H.M.S. "Greenwich," and those for ratings actually serving in the submarine service, are to be forwarded to the Royal Naval Barracks at the Port Division to which the ratings belong.

Forms for ratings belonging to Dominion Navies are to be forwarded to the Royal Naval Barracks, Portsmouth.

4. In the following cases *duplicate* Forms should be prepared, and these duplicates are to be disposed of as follows :—

Dominion Navy ratings—

*Canada*—Chief of the Naval Staff, Department of National Defence, Ottawa.

*New Zealand*—The Secretary, The Navy Office, Wellington, New Zealand.

*Australia*—Naval Representative, Commonwealth of Australia, Australia House, Strand, London, W.C.2.

*Maltese*—The Commanding Officer, H.M.S. "Egmont." Malta.

*Goanese*—The Resident Naval Officer, H.M. Naval Office, Colombo.

*Chinese and natives*—As directed locally by the Commander-in-Chief.

5. In the event of a man or boy being absent on the 1st September, the particulars of his nearest relative or friend noted on his Service Certificate are to be inserted on Form S.537. These are to be verified or corrected as soon as possible by information obtained from the man or boy himself, and if this later information involves any alteration, such alteration is to be communicated on another Form S.537 to the appropriate establishment. If neither the Service Certificate nor the man or boy is available on the 1st September, a Form S.537, blank as regards next-of-kin, is to be sent with a note that details will be furnished later.

6. Forms for Naval ratings are to be sorted into branches and ratings and should be arranged alphabetically. For example, all Forms for Ordinary Seamen should be arranged alphabetically in one packet, all Forms for Stoker Petty Officers in another packet, arranged similarly, and so on. They are to be despatched in a sealed envelope marked with the name of ship and date of despatch, and labelled "Forms S.537." Forms for men serving in tenders are to be kept distinct and should be separately sorted and arranged.

7. In the case of Royal Marines a record of next-of-kin is already maintained at the R.M. Establishments. Therefore in their case changes only since date of embarkation, on Form S.537 are to be reported to the Commandant of the man's Division or to the Superintendent, R.N. School of Music, in the case of band ranks. If any doubt exists as to whether a change has been made since embarkation a form is to be forwarded. Forms for Royal Marines are to be arranged in order of register number, not alphabetically.

8. The present practice of noting particulars of the nearest relative or friend on the ship's ledger is to be discontinued.

9. In 1931 and future years the annual verification of particulars of nearest relative or friend is to be conducted in accordance with paragraphs 3 to 7 above, but with the following modifications :—

*For Naval Ratings.*—Forms for each rating borne are to be rendered—

From ships on Home Sea Service on the first pay-day in February.

From ships and establishments in Home Service on the first pay-day in June.

From ships and establishments on the Mediterranean Station on the 1st September.

From ships and establishments on Foreign Stations other than the Mediterranean on the 1st November.

*For Royal Marines.*—On the dates specified above for dealing with Naval ratings, particulars of all Royal Marines on board are to be verified, but only the forms which show changes since embarkation or last verification need be sent to the Royal Marine Division or the R.N. School of Music.

10. In addition, Forms S.537 are to be rendered as detailed in paragraphs 3 to 7 above, on the following occasions as they arise, on and after 1st September, 1930 :—

By training establishments, for each boy discharged to sea service.

For every rating (including Dominion ratings but not including boys entered in training establishments) on first entry or re-entry.

Whenever any alteration in particulars of nearest relative or friend is notified by a man.

11. In the matter of informing relatives of the deaths or serious illness of men and boys, the notifications at present sent from the Admiralty are in future to be forwarded by the following officers :—

(a) All Naval ratings except those stated below.—Commodore of the rating's Port Division.

(b) Boys not appropriated to a Port Division.—Commanding Officer of Training Establishment.

(c) Royal Marines.—Commandant of the Division to which the man belongs, or the Superintendent, R.N. School of Music, in the case of band ranks.

(d) Maltese.—Commanding Officer, H.M.S. "Egmont," Malta.

(e) Goanese.—Resident Naval Officer, H.M. Naval Office, Colombo.

(f) As regards Chinese and natives, the local arrangements for notifying relatives are to be retained, and Commanders-in-Chief are to report to the Admiralty the procedure now in force.

12. It should be clearly understood that as a result of the procedure now being adopted, notifications of death or serious illness of Naval ratings or R.M. ranks (other than officers) will in no case devolve upon the Admiralty, but in every case upon the officers mentioned in paragraph 11, or in the case of serious illness at Home, upon the Captain of the ship. This is equally the case whether it be a matter of a single illness or casualty, a serious accident or the loss of a ship.

Notifications to relatives in future to be made as follows :—

*Serious Illness.*

*Home.*—By responsible officers, as laid down in Article 1135 (1) and (5), K.R. and A.I.

*Abroad.*—By the officers mentioned in paragraph 11 above, on receipt of the telegraphic report (Article 1135 (2), K.R. and A.I.).

*Deaths.*

*Home.*—By responsible officers, by telegram and letter direct to the nearest relative or friend, as laid down in Article 1135 (4), K.R. and A.I. Also formal acquaint by the officers mentioned in paragraph 11 above, containing the direction referred to in paragraph 14.

*Abroad.*—By the officers mentioned in paragraph 11 above, on receipt of the telegraphic report, and by letter from the responsible officers abroad (Article 1135 (4), K.R. and A.I.).

13. In future, all telegraphic reports to the Admiralty of the deaths or serious illness of Naval ratings and Royal Marines, are to be addressed to all of the officers mentioned in paragraph 11 concerned, and are to include the name, relationship and address of the nearest relative or friend. Care is also to be taken to include the Port Division with the official number.

Reports of progress of injured men are also to be communicated to the next-of-kin by the appropriate officers mentioned in paragraph 11.

14. As in the case of serious accidents or losses of ships, the Admiralty may send a message of condolence to relatives, and in order to settle at the Admiralty the necessary communications to the Press, the authorities specified in paragraph 11 (a) to (c) should in such cases, *as soon as possible*, check back to the Admiralty by telegraph that action has been taken, in the following form :—

“H.M.S. .... accident. Names and particulars of ratings checked and correct as per Fleet Telegram No. .... (or Following corrections require to be made to names and particulars in Fleet Telegram No. ....). Notifications to relatives have been sent.”

It is important that the Admiralty should have a verified list of casualties, including the addresses of their next-of-kin, so soon as they can be confirmed by the officers mentioned in paragraph 11.

15. In the event of a ship whose pay accounts are kept on board being lost with the ledger, the Commodore of the manning port of the ship is to be responsible for a compilation of a complete list of the crew and for notifying the next-of-kin of those lost. He should forward by the quickest means a written list of those lost to the Admiralty (Naval Branch).

16. All notifications of deaths sent by the authorities referred to in paragraph 11 (a) to (e) are to include a direction that any application which the next-of-kin or legal representative of the deceased may have to make should be by letter, addressed to the Director of Navy Accounts, Admiralty, Cornwall House, Stamford Street, London, S.E.1.

17. When a ship whose pay accounts are kept on board is lost with the ledger, and any Maltese, Goanese, Chinese or Native ratings are on board at the time, the authorities abroad are to telegraph to the port from which the ship was manned, a complete list of all such ratings.

18. Forms S.1121 (Report of Death) are to be forwarded to the Admiralty as at present. These will be forwarded to the R.N. Barracks and R.M. Establishments concerned.

(A.F.O. 1202/33.)

(K.R. and A.I., Arts. 1135 and 1703a will be amended.)

## **2094.—Temporary Employment on Flying Duty of Fleet Air Arm Officers whilst Serving in General Service Abroad**

(C.W. 1930/30.—15.8.1930.)

As a general rule, Fleet Air Arm Officers appointed temporarily to general naval service under Article 335, Clause 6a, King's Regulations and Admiralty Instructions, are not to be utilised to fill temporary vacancies in flights, but should vacancies require to be filled in foreign waters during a state of emergency of national or international importance, such officers may be appointed when the local situation dictates.

2. If time admits, vacancies will be filled by the Air Officer Commanding the appropriate R.A.F. command, on representation from the Senior Naval Officer.

In other circumstances, the Senior Naval Officer should inform the Air Officer Commanding of the names of any naval pilots, serving on the station, below the rank of Commander, who are available, and propose for his concurrence the names of the officers considered most suitable to fill the vacancies. The appointment of officers holding appointments in another specialist capacity should not be proposed without prior reference to the Admiralty in each case.

3. Officers thus temporarily employed in emergency in Fleet Air Arm flights are to be appointed by the Commander-in-Chief as "attached to the R.A.F." and their names reported by telegraph to the Admiralty.

4. These officers will be eligible for the continuous payment of flying allowance of 6s. a day (Appendix 1, Part 3, No. 47, K.R. and A.I.) whilst attached, and will continue to receive any specialist allowances for which they are qualified, but for the time being they will cease to be eligible for the emoluments issuable under the naval appointment from which they are detached.

## **2330.—Accidents whilst travelling in privately-owned Motor Vehicles**

(C.W. 10267/28.—29.8.1930.)

Injuries sustained by Naval or Marine personnel whilst travelling in privately-owned motor vehicles will be accepted for Service purposes only as attributable to the Service, provided that the officer or man concerned is travelling on duty at the time, that the accident was not due to his own negligence or misconduct, and that the following conditions have been observed:—

- (i) When a journey on duty is to be performed for which travelling allowances under Article 1663, King's Regulations and Admiralty Instructions, are admissible, the officer or man concerned must have received the specific authority in writing of his Commanding Officer to travel by privately-owned motor vehicle.
- (ii) When it is desired to perform short journeys on duty for which travelling expenses are inadmissible, the officer or man concerned must obtain a general authority in writing from his Commanding Officer to travel by privately-owned motor vehicle.
- (iii) Commanding Officers are only to give their authority under (i) or (ii) above after satisfying themselves that the vehicle concerned is insured under a comprehensive policy, including third party risks.

2. The question whether an officer or man was on duty at the time of the accident will be decided by the Admiralty in accordance with the circumstances of each case, but generally for the purposes of this Order an officer or man will be considered as on duty only when travelling in pursuance of orders, *e.g.*, personnel are not on duty when proceeding to or from their homes or when travelling for their own convenience.

3. Hurt certificates for injuries sustained whilst travelling in privately-owned motor vehicles are only to be issued when the above conditions are complied with, and in case of doubt the matter is to be submitted to the Admiralty for decision.

**2592.—Naval Hospitals—Procedure when sending Men**

(N.L. 1863/30.—3.10.1930.)

The steps necessary to prevent smuggling or excessive transfer of tobacco by men sent to hospital have recently been under discussion with the Board of Customs and Excise. Having regard to the provision for the sealing of the patient's effects (Article 1404, K.R. and A.I.) the Customs have agreed not to examine either the bags or the accompanying kit lists (S.98) or the sick voucher (S.47), provided that steps are taken to ensure not only that the bags are sealed but that not more than the authorised quantity of tobacco (1 lb. per head—see Article 919 (7), K.R. and A.I.) is enclosed.

2. In future the amount of tobacco is to be checked by a responsible officer and (until the form is revised) a notation of the amount made on the back of the sick voucher (S.47). At the next reprint of this form it is proposed to add a new column on the front for tobacco, and a footnote drawing attention to the responsibility for checking and duly entering the amount.

3. The sick voucher will continue to be sent to the hospital as hitherto, and as stated above will not be available for inspection by the Officers of Customs. There will also be no necessity to prepare a duplicate kit list showing tobacco for production if challenged by the Customs.

**2677.—Discipline—Investigations and Confessions**

(N.L. 2543/30.—10.10.1930.)

I. *Obtaining statements from suspected persons.*—The Judges of the King's Bench Division have issued the following rules for the guidance of the police, and they are of course equally applicable to persons concerned with the arrest or custody of Naval offenders:—

- (i) When a police officer is endeavouring to discover the author of a crime, there is no objection to his putting questions in respect thereof to any person or persons, whether suspected or not, from whom he thinks that useful information can be obtained.
- (ii) Whenever a police officer has made up his mind to charge a person with a crime, he should first caution such person before asking him any questions, or any further questions, as the case may be.
- (iii) Persons in custody should not be questioned without the usual caution being first administered.

(*Note.*—Rule (iii) does not qualify Rule (vii), which prohibits any question upon a voluntary statement, except such as is necessary to clear up ambiguity.)

- (iv) If the prisoner wishes to volunteer any statement, the usual caution should be administered.

(*Note.*—The caution to be administered under Rules (ii), (iii) and (iv) should be in the following words: "You are not obliged to say anything, but anything you say may be given in evidence.")

- (v) The caution to be administered to a prisoner when he is formally charged should be in the following words: "Do you wish to say anything in answer to the charge? You are not obliged to say anything unless you wish to do so, but whatever you say will be taken down in writing and may be given in evidence."

Care should be taken to avoid any suggestion that his answers can only be used in evidence against him, as this may prevent an innocent person making a statement which might assist to clear him of the charge.

- (vi) A statement made by a prisoner before there is time to caution him is not rendered inadmissible in evidence merely by reason of no caution having been given, but in such a case he should be cautioned as soon as possible.
- (vii) A prisoner making a voluntary statement must not be cross-examined, and no questions should be put to him about it except for the purpose of removing ambiguity in what he has actually said. For instance, if he has mentioned an hour without saying whether it was morning or evening, or has given a day of the week and day of the month which do not agree, or has not made

it clear to what individual or what place he intended to refer in some part of his statement, he may be questioned sufficiently to clear up the point.

(viii) When two or more persons are charged with the same offence and statements are taken separately from the persons charged, the police should not read these statements to the other persons charged, but each of such persons should be furnished by the police with a copy of such statements and nothing should be said or done by the police to invite a reply. If the person charged desires to make a statement in reply, the usual caution should be administered.

(ix) Any statement made in accordance with the above rules should, whenever possible, be taken down in writing and signed by the person making it after it has been read to him and he has been invited to make any corrections he may wish.

Their Lordships consider it important that such rules should be observed whenever possible, so that there can be no question as to the admissibility of the statement. Whether non-observance of them renders a statement inadmissible is perhaps doubtful; but the better view appears to be that a statement is in law admissible notwithstanding that it was obtained by a person in authority, and notwithstanding non-observance of the rules, if the prosecution satisfy the Court that it was voluntary and not in fact induced by any fear or prejudice or hope of advantage.

II. *Admissibility of Confessions.*—Questions have been raised as to the admissibility in evidence at Courts-Martial of "Extra-Judicial Confessions" by the accused, and as to the weight which ought to be attached to any confession made by the accused. "Extra-Judicial Confessions" may be defined as "any admission or confession by the accused of his guilt or of any fact which may tend to the proof of it made to a person or persons other than the Court-Martial, or the Officer investigating the charge, or any Judge or Magistrate investigating a charge based on the same facts, or the assent by the accused to what is said in his hearing relative to a fact within his knowledge."

If made voluntarily and not as a result of any inducement or threat, a "confession" as above defined is admissible in evidence and must be weighed with the other evidence in the case.

If there is other corroborative evidence of the commission of the crime, and some evidence pointing to the probability that the accused was the culprit, such confession will afford strong evidence of the guilt of the accused.

Where the accused has made a free and voluntary confession of guilt, direct or positive, either in the presence of the Court-Martial, or at the preliminary investigation, or elsewhere, a Court-Martial is in strict law entitled to convict him without any corroborative evidence of the commission of the crime; but this principle of law should be acted upon with great caution. The numerous cases in which persons have wrongly accused themselves or wrongly acknowledged themselves guilty of crimes ought to render Courts-Martial very careful of inflicting punishment where the only proof of the crime rests on the statement of the supposed criminal.

It may further be laid down as a principle of law that where the evidence raises a real doubt in the minds of the Court-Martial as to the truth of a confession (even if it be a direct or positive confession of guilt) and there is no corroborative evidence of the commission of the crime, then the prosecution have not proved their case beyond a reasonable doubt, and the accused should not be convicted.

III. *Preliminary Investigation of Serious Offences.*—It is important that the Rules of Evidence should be observed at preliminary investigations and that, in cases likely to result in trial by Court-Martial, Officers conducting such investigations should remember that the administering of the prescribed caution does not entitle them to cross-examine the accused on any statement or confession he may make. In such cases no question should be put to the accused on any statement that he has made in answer to the charge except for the purpose of removing ambiguity in what he has actually said. Transgression of this rule will render the answer of the accused to such questions inadmissible as evidence against him at the Court-Martial.



	<i>Per diem.</i>							
	\$							
Paymaster Lieutenant—								
On promotion	...	...	...	...	...	...	...	5·00
After 4 years	...	...	...	...	...	...	...	5·50
After 6 years	...	...	...	...	...	...	...	6·00
Paymaster Lieutenant-Commander—								
On promotion	...	...	...	...	...	...	...	7·50
After 3 years	...	...	...	...	...	...	...	8·00
After 6 years	...	...	...	...	...	...	...	8·50
Paymaster Commander—								
On promotion	...	...	...	...	...	...	...	10·00
After 3 years	...	...	...	...	...	...	...	11·00
After 6 years	...	...	...	...	...	...	...	12·00
After 9 years	...	...	...	...	...	...	...	13·00
Paymaster Captain—								
On promotion	...	...	...	...	...	...	...	13·75
After 3 years	...	...	...	...	...	...	...	15·00
After 6 years	...	...	...	...	...	...	...	16·25
After 9 years	...	...	...	...	...	...	...	17·50

(4) *Medical Branch.*

Surgeon Lieutenant—								
On entry	...	...	...	...	...	...	...	5·00
After 3 years	...	...	...	...	...	...	...	6·00
Surgeon Lieutenant-Commander—								
On promotion	...	...	...	...	...	...	...	7·50
After 4 years	...	...	...	...	...	...	...	8·50
Surgeon Commander—								
On promotion	...	...	...	...	...	...	...	10·00
After 3 years	...	...	...	...	...	...	...	11·00
After 6 years	...	...	...	...	...	...	...	12·00
After 9 years	...	...	...	...	...	...	...	13·00
Surgeon Captain—								
On promotion	...	...	...	...	...	...	...	15·00
After 3 years	...	...	...	...	...	...	...	16·25
After 6 years	...	...	...	...	...	...	...	17·50
After 9 years	...	...	...	...	...	...	...	18·75

(5) *Instructor Branch.*

Instructor Lieutenant—								
On entry	...	...	...	...	...	...	...	5·00
After 3 years	...	...	...	...	...	...	...	6·00
Instructor Lieutenant-Commander—								
On promotion	...	...	...	...	...	...	...	7·50
After 3 years	...	...	...	...	...	...	...	8·00
After 6 years	...	...	...	...	...	...	...	8·50
Instructor Commander—								
On promotion	...	...	...	...	...	...	...	10·00
After 3 years	...	...	...	...	...	...	...	11·00
After 6 years	...	...	...	...	...	...	...	12·00
After 9 years	...	...	...	...	...	...	...	13·00
Instructor Captain—								
On promotion	...	...	...	...	...	...	...	13·75
After 3 years	...	...	...	...	...	...	...	15·00
After 6 years	...	...	...	...	...	...	...	16·25
After 9 years	...	...	...	...	...	...	...	17·50

(6) *Commissioned Officers from Warrant Rank and Warrant Officers.*A.—*Mechanical Branch.*

Warrant Officers—								
On promotion	...	...	...	...	...	...	...	4·00
After 3 years	...	...	...	...	...	...	...	4·25
After 6 years	...	...	...	...	...	...	...	4·50
After 9 years	...	...	...	...	...	...	...	4·75





									<i>Per diem</i> \$
Signalman	...	...	...	...	...	...	...	...	2.00
Leading Signalman	...	...	...	...	...	...	...	...	2.25
Yeoman of Signals	...	...	...	...	...	...	...	...	2.65
After 3 years	...	...	...	...	...	...	...	...	2.75
After 6 years	...	...	...	...	...	...	...	...	2.85
Chief Yeoman of Signals	...	...	...	...	...	...	...	...	3.05
After 3 years	...	...	...	...	...	...	...	...	3.20
After 6 years	...	...	...	...	...	...	...	...	3.35
After 9 years	...	...	...	...	...	...	...	...	3.50
<i>Telegraphist Branch.</i>									
Boy Telegraphist	...	...	...	...	...	...	...	...	.60
Ordinary Telegraphist—									
Ratings entered prior to 1st January, 1930	...	...	...	...	...	...	...	...	1.75
Ratings entered after 31st December, 1929—									
(i) For first six months' service as such	...	...	...	...	...	...	...	...	1.35
(ii) With over six months' service as such	...	...	...	...	...	...	...	...	1.60
Telegraphist	...	...	...	...	...	...	...	...	2.00
Leading Telegraphist	...	...	...	...	...	...	...	...	2.25
Petty Officer Telegraphist	...	...	...	...	...	...	...	...	2.65
After 3 years	...	...	...	...	...	...	...	...	2.75
After 6 years	...	...	...	...	...	...	...	...	2.85
Chief Petty Officer Telegraphist	...	...	...	...	...	...	...	...	3.05
After 3 years	...	...	...	...	...	...	...	...	3.20
After 6 years	...	...	...	...	...	...	...	...	3.35
After 9 years	...	...	...	...	...	...	...	...	3.50
<i>Sailmaker Branch.</i>									
Sailmaker's Mate	...	...	...	...	...	...	...	...	2.05
Sailmaker	...	...	...	...	...	...	...	...	2.65
After 3 years	...	...	...	...	...	...	...	...	2.75
After 6 years	...	...	...	...	...	...	...	...	2.85
Chief Sailmaker	...	...	...	...	...	...	...	...	3.05
After 3 years	...	...	...	...	...	...	...	...	3.20
After 6 years	...	...	...	...	...	...	...	...	3.35
After 9 years	...	...	...	...	...	...	...	...	3.50
<i>Stoker Branch.</i>									
Stoker—									
2nd Class—									
Ratings entered prior to 1st January, 1930...	...	...	...	...	...	...	...	...	1.75
Ratings entered after 31st December, 1929—									
(i) For first six months' service as such	...	...	...	...	...	...	...	...	1.35
(ii) With over six months' service as such	...	...	...	...	...	...	...	...	1.60
1st Class	...	...	...	...	...	...	...	...	2.00
Acting Leading Stoker	...	...	...	...	...	...	...	...	2.25
Leading Stoker	...	...	...	...	...	...	...	...	2.25
Stoker Petty Officer	...	...	...	...	...	...	...	...	2.65
After 3 years	...	...	...	...	...	...	...	...	2.75
After 6 years	...	...	...	...	...	...	...	...	2.85
Chief Stoker	...	...	...	...	...	...	...	...	3.05
After 3 years	...	...	...	...	...	...	...	...	3.20
After 6 years	...	...	...	...	...	...	...	...	3.35
After 9 years	...	...	...	...	...	...	...	...	3.50
<i>Mechanicians.</i>									
Mechanician	...	...	...	...	...	...	...	...	3.05
After 3 years	...	...	...	...	...	...	...	...	3.20
After 6 years	...	...	...	...	...	...	...	...	3.35
After 9 years	...	...	...	...	...	...	...	...	3.50
After 12 years	...	...	...	...	...	...	...	...	3.65
Chief Mechanician—									
2nd Class	...	...	...	...	...	...	...	...	3.80
1st Class	...	...	...	...	...	...	...	...	4.05



									<i>Per diem.</i> \$
Leading Writer	...	...	...	...	...	...	...	...	2.25
After 3 years	...	...	...	...	...	...	...	...	2.35
Petty Officer Writer	...	...	...	...	...	...	...	...	2.65
Chief Petty Officer Writer	...	...	...	...	...	...	...	...	3.00
After 3 years	...	...	...	...	...	...	...	...	3.15
After 6 years	...	...	...	...	...	...	...	...	3.30
After 9 years	...	...	...	...	...	...	...	...	3.45
<i>Victualling Staff.</i>									
Victualling Boy	...	...	...	...	...	...	...	...	0.60
Victualling Assistant—									
Ratings entered prior to 1st January, 1930	...	...	...	...	...	...	...	...	1.95
Ratings entered after 31st December, 1929—									
(i) For first six months' service as such	...	...	...	...	...	...	...	...	1.60
(ii) With over six months' service as such	...	...	...	...	...	...	...	...	1.95
Leading Victualling Assistant	...	...	...	...	...	...	...	...	2.25
After 3 years	...	...	...	...	...	...	...	...	2.35
Victualling Petty Officer	...	...	...	...	...	...	...	...	2.65
After 3 years	...	...	...	...	...	...	...	...	2.75
Victualling Chief Petty Officer	...	...	...	...	...	...	...	...	3.00
After 3 years	...	...	...	...	...	...	...	...	3.15
After 6 years	...	...	...	...	...	...	...	...	3.30
After 9 years	...	...	...	...	...	...	...	...	3.45
<i>Ship's Cook.</i>									
Assistant Cook—									
Ratings entered prior to 1st January, 1930	...	...	...	...	...	...	...	...	1.65
Ratings entered after 31st December, 1929—									
(i) For first six months' service as such	...	...	...	...	...	...	...	...	1.35
(ii) With over six months' service as such	...	...	...	...	...	...	...	...	1.50
Cook	...	...	...	...	...	...	...	...	1.95
Leading Cook	...	...	...	...	...	...	...	...	2.25
After 3 years	...	...	...	...	...	...	...	...	2.35
Petty Officer Cook	...	...	...	...	...	...	...	...	2.65
After 3 years	...	...	...	...	...	...	...	...	2.75
After 6 years	...	...	...	...	...	...	...	...	2.85
Chief Petty Officer Cook	...	...	...	...	...	...	...	...	3.00
After 3 years	...	...	...	...	...	...	...	...	3.15
After 6 years	...	...	...	...	...	...	...	...	3.30
After 9 years	...	...	...	...	...	...	...	...	3.45
<i>Regulating Branch.</i>									
Regulating Petty Officer	...	...	...	...	...	...	...	...	2.65
After 3 years	...	...	...	...	...	...	...	...	2.75
Master-at-Arms	...	...	...	...	...	...	...	...	3.10
After 3 years	...	...	...	...	...	...	...	...	3.25
After 6 years	...	...	...	...	...	...	...	...	3.40
After 9 years	...	...	...	...	...	...	...	...	3.55
<i>Officers' Stewards and Cooks.</i>									
Boy Servant	...	...	...	...	...	...	...	...	0.50
Officers' Steward and Cook—									
3rd Class—									
Ratings entered prior to 1st January, 1930	...	...	...	...	...	...	...	...	1.85
Ratings entered after 31st December, 1929—									
(i) For first six months' service as such	...	...	...	...	...	...	...	...	1.50
(ii) With over six months' service as such	...	...	...	...	...	...	...	...	1.85
2nd Class	...	...	...	...	...	...	...	...	2.20
1st Class	...	...	...	...	...	...	...	...	2.50
After 3 years	...	...	...	...	...	...	...	...	2.60
After 6 years	...	...	...	...	...	...	...	...	2.70
Officers' Chief Steward and Cook	...	...	...	...	...	...	...	...	3.00
After 3 years	...	...	...	...	...	...	...	...	3.15
After 6 years	...	...	...	...	...	...	...	...	3.30
After 9 years	...	...	...	...	...	...	...	...	3.45

## PART IV.

### NON-SUBSTANTIVE RATINGS—ALLOWANCES, ETC.

All non-substantive pay and allowances which are payable under R.C.N. regulations shall ordinarily be paid in accordance with King's Regulations and Admiralty Instructions, and at rates which approximate to those payable to ratings in the R.N.

## PART V.

### MARRIAGE ALLOWANCE.

Marriage allowance is a grant made by the Government of the Dominion of Canada to ratings in the Canadian Naval Service while such ratings in respect to whom it is paid remain in the Naval Service. Marriage allowance will not, however, be paid to any rating in the Royal Canadian Navy who is married on or after 1st November, 1928, until he has attained the age of 22 years.

2. The object of the allowance is to assist ratings whilst serving to provide and maintain a home for their wives and children.

3. Marriage allowance shall be payable in accordance with the scales, and under the conditions laid down hereunder, in respect to :—

(a) Wife.

(b) Child or children, including those in the care of a guardian.

4. For the purpose of these regulations—

(a) "Wife" shall mean legal wife.

(b) "Guardian" shall mean, in the case of ratings who are widowers or are separated from their wives, the person who has the care of the child or children.

(c) “Children” shall mean (i) legitimate children, in the case of boys under the age of sixteen, and in the case of girls under the age of seventeen ; (ii) legitimate step-children, in the case of boys under the age of sixteen, and in the case of girls under the age of seventeen (provided they are not in receipt of endowment from any other source); (iii) adopted children, at the discretion of the Minister of National Defence, in the case of boys under the age of sixteen, and in the case of girls under the age of seventeen (provided they are not in receipt of endowment from any other source).

5. Marriage allowance shall be on the following scales :—

A.—*In respect to wife living with her husband (and children).*

[illegible]

B.—*In respect to children only.*

<b>1 child</b>	... ..	0·50
<b>2 children</b>	... ..	0·75
<b>3 children</b>	... ..	1·00
<b>4 or more children</b>	... ..	1·25

6. (a) Marriage allowance shall be credited to the rating concerned and by him shall be allotted to his wife or to the guardian of his children (except as provided in clause (f)).

(b) Except as provided in clause (f), marriage allowance shall not be paid unless the rating himself allots, in addition to the full amount of marriage allowance, the following number of days' pay of his rating, exclusive of allowances in the cases shown :—

For wife ... ..	15 days' pay.
For one motherless child ... ..	5 days' pay.
For two motherless children ... ..	10 days' pay.
For three or more motherless children ... ..	15 days' pay.

(c) If a voluntary allotment is not made, compulsory allotment, at the appropriate rate as shown above, plus full amount of marriage allowance, which will be credited, may be put in force against the rating by order of the Commanding Officer, with the approval of headquarters ; if a compulsory allotment is put in force the rating concerned will be informed. Should he object and submit reasons for his objection, it will be decided by the Minister of National Defence whether the compulsory allotment shall be continued. If the compulsory allotment is discontinued, marriage allowance will also be discontinued.

(d) Marriage allowance shall not be paid to a rating who is not living with his wife, for reasons other than the exigencies of the Service, except in respect to children left in his care after divorce or judicial separation as provided in clause (e). If any rating in receipt of marriage allowance ceased to live with his wife (for any reasons other than the exigencies of the Service) and fails to notify the fact to his Commanding Officer, he will be liable to be charged with any overpayment of marriage allowance which may in consequence occur.

(e) If a rating is divorced or separated from his wife by order of a court, but has the custody of a child or children as defined in clause 4 (c), either personally or through a guardian appointed on his behalf, marriage allowance will be payable at the rates laid down in paragraph 5 B, subject to clauses (a) and (b) above.

(f) If a rating who is a widower, or is divorced or separated from his wife by order of a court, has the custody of a child or children and is maintaining them in his immediate care (no legal guardian having been appointed), marriage allowance may be credited without the declaration of any allotment, provided the Commanding Officer is satisfied that a suitable home is being maintained. The Commanding Officer is to report particulars of such cases to headquarters for information, a duplicate being forwarded with the ledger to support the credit of marriage allowance.

7. All applications for marriage allowance must be supported by certificate of marriage, birth certificate in the case of children, or other unimpeachable evidence as to marriage, birth, or guardianship.

8. For the purpose of mulets, marriage allowance is not to be considered as part of the daily rate of pay.

9. Payment of marriage allowance shall be continued for any period during which its recipient is undergoing punishment in cells, detention or imprisonment, unless he is ordered to be dismissed or discharged from His Majesty's Service at the expiration of his sentence.

10. Marriage allowance is not payable to ratings in receipt of consolidated pay.

11. The regulations governing payment of marriage allowance are to be explained to all newly entered men in order that, when necessary, allotments, effective from date of entry, may be declared.

12. Any question arising as to the interpretation of these regulations shall be decided by the Minister of National Defence.

## PART VI.

### ALLOWANCES IN LIEU OF LODGING, PROVISIONS, FUEL AND LIGHT.

Allowances in lieu of lodging, provisions, fuel and light, shall be paid on the following scale :—

	Lodging, Fuel and Light.	Provisions.	Consolidated Allowance.
	Per diem. \$	Per diem. \$	Per diem. \$
Captains and officers of corresponding rank ...	2.25	0.85	3.10
Commanders and officers of corresponding rank	2.00	0.85	2.85
Lieutenant-Commanders and officers of corresponding rank.	1.75	0.85	2.60
Lieutenants and officers of corresponding rank	1.50	0.85	2.35
Sub-Lieutenants, commissioned officers from warrant rank and subordinate officers.	1.25	0.85	2.10
Warrant officers ... ..	1.00	0.85	1.85
All ratings ... ..	0.60	0.85	1.45

	<i>Per diem.</i> \$
Allowance in lieu of provisions as per Article 1673, King's Regulations ... ..	0·85
Fuel and light allowances to officers provided with official residences :—	
Captains, Commanders and officers of corresponding rank	1·00
Other commissioned officers ... ..	0·75
Commissioned officers from warrant rank and warrant officers	0·50

2. Allowances in lieu of lodging, provisions, fuel and light, or subsistence, when payable to officers and men of the Royal Canadian Navy while lent to the Royal Navy, will be paid at the rates authorised for officers and men of the Royal Navy.

## PART VII.

### SUBSISTENCE ALLOWANCE.

(Subsistence while serving on loan to Royal Navy, *see* Part VI, paragraph 2.)

The following rates of subsistence allowance are payable to officers and men :—

*Subsistence Allowance.*—Officers and ratings of the Royal Canadian Navy when proceeding on duty from their ship or establishment, under Naval Orders, shall be entitled to their actual and necessary transportation and travelling allowance in addition, in accordance with these Regulations, to cover their expenses at the following daily rates :—

Rank.	For period not exceeding 15 days in one place.	After 15 days in one place and for a further period not ex- ceeding 92 days.
	\$	\$
Captains and officers of corresponding rank ...	8·00	5·00
Commanders, Lieut.-Commanders and officers of corresponding rank.	6·00	4·00
Other commissioned officers ... ..	5·00	4·00
Commissioned Warrant, Warrant and sub- ordinate officers.	3·50	3·00
C.P.Os. and P.Os. ... ..	3·00	2·50
Men and boys below the rating of P.O. ...	2·75	2·25

2. The rates as laid down in paragraph 1 are intended to cover all expenses for hotel accommodation, meals, and other charges except railroad and other transportation, and, when necessarily incurred and allowed, hire of taxis, scales for which will be published in Naval General Orders. Gratuities to hotel porters, servants, cabmen, etc., are not admissible. On ocean passages stewards' fees will be allowed up to a maximum of \$10·00 for commissioned officers; \$5·00 for commissioned warrant, warrant, and subordinate officers; and \$3·00 for chief petty officers, petty officers, and men, and in the case of parlour and sleeping car accommodation, a reasonable fee for services rendered may be allowed, not exceeding rates to be authorised in Naval General Orders.

3. When the period of absence is less than 24 hours, only actual and reasonable expenses for meals, etc., will be allowed, not to exceed in any event the travelling allowance authorised for full period of 24 hours. The rates for meals will not exceed—

	\$
Breakfast ... ..	1·00
Lunch ... ..	1·25
Dinner ... ..	1·50

4. When the period of absence exceeds 24 hours, the full daily rate for each complete period of 24 hours which has elapsed from the time the officer or rating left his ship or establishment, until his return thereto, will be paid, but any fraction of 24 hours at termination of the journey will be disregarded if less than six hours ; if between six and twelve hours, the period will count as half a day ; if twelve hours or over, as a day.

5. The time an officer or rating leaves, or returns to, his ship or establishment is to be interpreted as the actual time of departure or arrival of trains.

6. In the case of officers and ratings travelling by a steamer or otherwise, when the cost of transportation includes meals, travelling allowance is not authorised.

7. When the duration of the duty in any one place exceeds 107 days, the allowance will cease unless the case is referred to the Minister, who may authorise the continuance of the allowance or any lower rate.

8. The allowance is not authorised for officers or men travelling in a body or when drafts are being moved from one ship or establishment to another. In such cases duly authorised arrangements for their transport, maintenance, etc., will be carried out.

9. Expenses for transportation by road, except in cases in which the use of private motor cars is authorised by headquarters, are allowed only when necessarily incurred and when no Service transport is available.

10. Payment of subsistence allowance generally is governed by Article 1666, King's Regulations and Admiralty Instructions.

11. In case of officers or ratings proceeding on duty in Canada or elsewhere, when circumstances arise where the rates of subsistence allowance are not equitable, the Minister may authorise a special allowance, either higher or lower than those provided in the foregoing regulations, but in no case to exceed \$10 per diem.

12. Subsistence allowance will not be paid to officers or ratings while at Halifax or Esquimalt for temporary duty, if accommodation for them is available in R.C.N. barracks.

13. Application is to be made to R.C.N. barracks for accommodation to be provided, and if accommodation cannot be obtained, a notation to that effect is to be made on the claim for travelling expenses.

## PART VIII.

### CLOTHING GRATUITIES.

The following annual gratuities are approved for the upkeep of kit :—

	\$
Chief petty officers ... ..	60·00
Petty officers and men dressed as seamen ... ..	40·00
Petty officers and men not dressed as seamen... ..	56·00
Submarine kit upkeep allowance ... ..	7·00

*Outfit Gratuity.*—Petty officers and men promoted to warrant rank will be granted an outfit gratuity of \$300·00 to provide themselves with the necessary uniform as follows :—

\$250·00 on promotion to acting warrant rank, \$50·00 on confirmation.

This gratuity is to be credited on the ledger and paid as above.

## \*2890.—Navy and Marines (Wills) Acts, 1865 and 1930

(N. 3512.—7.11.1930.)

An extract from the Navy and Marines (Wills) Act, 1865, incorporating the amendments made by the Navy and Marines (Wills) Act, 1930, is appended for information and guidance.

2. Consequent on these amendments, the requirement under which one of the witnesses to the will of a naval rating or Royal Marine must be an officer of H.M. Forces, or other person of the classes specified on Form S.545, is repealed. The amending Act does not apply to the will of any person who died before 1st August, 1930.



3. A reprint of Form S.545 has been put in hand. This Form should continue to be used to ensure that the formalities required by the law for other persons are observed in the case of the wills of naval ratings and Royal Marines.

## APPENDIX.

## NAVY AND MARINES (WILLS) ACT, 1865

(28 &amp; 29 Vict. c. 72).

*(As amended by the Navy and Marines (Wills) Act, 1930.)**Short title.*

1. This Act may be cited as the Navy and Marines (Wills) Act, 1865.

*Interpretation of terms.*

2. In this Act—

\*            \*            \*            \*            \*            \*

The term “seaman or marine” mean a petty officer or seaman, non-commissioned officer of marines or marine, or other person forming part in any capacity of the complement of any of Her Majesty’s vessels, or otherwise belonging to Her Majesty’s naval or marine force, exclusive of commissioned, warrant, and subordinate officers, and native ratings.

\*            \*            \*            \*            \*            \*

*Regulations for wills of seamen, etc., as to wages, etc.*

5. A will made after the commencement of this Act by any person while serving as a seaman or marine, shall not be valid to pass any wages, prize money, bounty money, grant, or other allowance in the nature thereof, or other money payable by the Admiralty, or any effects or money in charge of the Admiralty, unless it is made in conformity with the following provisions:—

- (1) Every such will shall be in writing and be executed with the formalities required by the law of England in the case of persons to whom section 11 of the Wills Act, 1837, as amended by any subsequent enactment, does not apply.\*

\*            \*            \*            \*            \*            \*

A will made in conformity with the foregoing provisions shall, as regards such wages, money, or effects, be deemed to be well made for the purpose of being admitted to probate in England; and the person taking out representation to the testator under such will shall exclusively be deemed the testator’s representative with respect to such wages, money or effects.

*As to wills made by prisoners of war.*

6. Notwithstanding anything in this or any other Act, a will made after the commencement of this Act by a seaman or marine while he is a prisoner of war shall (as far as regards the form thereof) be valid for all purposes if it is made in conformity with the following provisions:—

- (1) If it is in writing and is signed by him and his signature thereto is made or acknowledged by him in the presence of and is in his presence attested by one witness, being either a commissioned officer belonging to Her Majesty’s naval or marine or military or air force, or a warrant or subordinate officer of Her Majesty’s Navy, or a notary public:
- (2) If the will is made according to the forms required by the law of the place where it is made:
- (3) If the will is in writing and executed with the formalities required by the law of England in the case of persons to whom section 11 of the Wills Act, 1837, as amended by any subsequent enactment, does not apply.\*

\*            \*            \*            \*            \*            \*

\* That is to say, persons other than soldiers in actual military service or mariners or seamen at sea.

(K.R. and A.I., Art. 870.)

**3138.—Joint Orders under Section 90A of Naval Discipline Act**

(N.L. 2974/30.—5.12.1930.)

**JOINT ORDERS BY ADMIRALTY AND ARMY COUNCIL.**

*Orders made by the Admiralty and the Army Council under Clause (i) of the Regulations (K.R. and A.I., Art. 196, Clause 2), defining the conditions prescribed by the Admiralty and the Army Council under the powers granted to them by Section 90a of the Naval Discipline Act, and Section 184a of the Army Act.*

**NAVAL OFFENDERS IN MILITARY PRISONS OR DETENTION BARRACKS.**

Whenever any naval prisoners or naval ratings sentenced to detention are committed to any prison or detention barrack, the governor, commandant, officers or staff of which are officers, warrant officers or non-commissioned officers of a body of H.M. military forces, then for the purposes of command and discipline and for the purposes of the provisions of the Naval Discipline Act relating to superior officers, such officers, warrant officers or non-commissioned officers of His Majesty's military forces shall, in relation to such naval prisoners or naval ratings undergoing detention as aforesaid be treated, and have all such powers (other than powers of punishment) as if they were naval officers, warrant officers or petty officers, provided that nothing herein contained shall derogate from any powers of punishment which such officers, warrant officers or non-commissioned officers may have under or by virtue of any rules made pursuant to Section 132 of the Army Act.

By command of The Lords Commissioners of the Admiralty.

(Signed) O. MURRAY.

By command of the Army Council.

(Signed) H. J. CREEDY.

Dated 22nd December, 1928.

**NAVAL OR MILITARY PERSONNEL NOT IN CHARGE OF A COMMISSIONED OFFICER BEING CONVEYED IN TRANSPORT.**

Whenever any body of His Majesty's Naval Forces not under the charge of a Commissioned Naval Officer, and any body of His Majesty's Military Forces under the charge of a Commissioned Military Officer are being conveyed together on board any transport or freight-ship, or whenever any body of His Majesty's Military Forces not under the charge of a Commissioned Military Officer, and any body of His Majesty's Naval Forces under the charge of a Commissioned Naval Officer are being conveyed together on board any transport or freight-ship, Section 90A of the Naval Discipline Act, and Section 184A of the Army Act, shall apply to, and in relation to such bodies and the officers, warrant officers, and non-commissioned officers and men who are members thereof.

Signed on behalf of the Lords Commissioners of the Admiralty.

(Signed) C. FULLER.

(Signed) L. G. PRESTON.

Signed on behalf of the Army Council.

(Signed) WALTER BRAITHWAITE.

(Signed) H. J. CREEDY.

7th July, 1930.

## JOINT ORDERS BY ADMIRALTY AND AIR COUNCIL.

*Orders made by the Admiralty and the Air Council under Clause (i) of the Regulations (K.R. and A.I., Art. 196, Clause 3), defining the conditions prescribed by the Admiralty and Air Council under the powers granted to them by Section 90a of the Naval Discipline Act, and Section 184a of the Air Force Act.*

## NAVAL PICKETS AND AIR FORCE POLICE.

Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to any Naval Picket which may be acting with any body of His Majesty's Air Force and to any body of the Air Force Police which may be acting with any body of His Majesty's Naval Forces and to the bodies of His Majesty's Air Force and Naval Forces respectively, with whom such Naval Picket or body of the Air Force Police is acting.

By command of the Lords Commissioners of the Admiralty.

(Signed) O. MURRAY,

Secretary.

By command of the Air Council.

(Signed) W. A. ROBINSON,

Secretary.

## GENERAL.

1. The joint Order dated the 6th day of June, 1918, is hereby cancelled.

2. Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to British Naval and Air Forces operating outside the British Isles.

The said Sections shall also apply in the British Isles or elsewhere to members of the Naval Service to whom the said Sections are capable of application, and who not being subject to the Air Force Act are attached or lent to the Air Force, and to members of the Air Force, to whom the said Sections are capable of application, and who not being subject to the Naval Discipline Act are attached or lent to the Naval Service and to the bodies of the Naval Service and Air Force to which the members of the Air Force or the Naval Service above mentioned are respectively attached or lent.

By command of the Lords Commissioners of the Admiralty.

(Signed) O. MURRAY,

Secretary.

By command of the Air Council.

(Signed) W. A. ROBINSON,

Secretary.

25th September, 1919.



# NAVAL OR AIR FORCE PERSONNEL NOT IN CHARGE OF A COMMISSIONED OFFICER BEING CONVEYED IN TRANSPORT.

Whenever any body of His Majesty's Naval Forces not under the charge of a Commissioned Naval Officer and any body of the Royal Air Force under the charge of a Commissioned Officer of the Royal Air Force are being conveyed together on board any transport or freight-ship, or whenever any body of the Royal Air Force not under the charge of a Commissioned Officer of the Royal Air Force and any body of His Majesty's Naval Forces under the charge of a Commissioned Naval Officer are being conveyed together on board any transport or freightship, Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to and in relation to such bodies and the officers, warrant officers, non-commissioned officers and men who are members thereof.

On behalf of the Lords Commissioners of the Admiralty,

HUBERT BRAND,

JOHN D. KELLY.

On behalf of the Air Council,

P. GAME,

W. F. NICHOLSON.

10th February, 1927.

**3200.**—*Issued Confidentially.*

# 1931

## 68.—Executive R.N.R. Officers—Air Course during 12 Months' Naval Training

(C.W. 9012/30.—9.1.1931.)

A course, based on the principles and syllabus of the Junior Officers' Air Course, is to be instituted in each Fleet for the purpose of instructing Royal Naval Reserve Officers in the development of air power in maritime operations.

2. Where convenient these officers are to be accommodated for the purpose in aircraft carriers; otherwise the theoretical instruction is to be given in another ship (such as one fitted with a catapult) or other suitable place, and, to afford practical instruction, occasional visits to aircraft carriers carrying out daily operations are to be arranged.

3. Such courses form part of the twelve months' continuous Naval training, and no extra cost to Navy Votes beyond travelling expenses can be entertained.

## 238.—Rabies and its Treatment

(M.D.G. 337/31.—30.1.1931.)

### A.—PROCEDURE FOR ENGLAND AND WALES.

When persons are bitten by dogs in areas in which rabies in dogs is suspected, the wound should be treated as soon as possible with undiluted carbolic acid, undiluted Izal or similar disinfectant. The disinfectant should be allowed to come into contact with all parts of the wound, and should then be washed out with water or dilute disinfectant. If no disinfectant of the kind is available, the wound should be thoroughly washed and irrigated with hot or cold water. Where it is possible to get the immediate services of a doctor the treatment should be placed in his hands.

2. If the diagnosis of rabies in the dog is confirmed, or notice is received from the Ministry of Health that the case should be regarded as one of rabies for purposes of treatment, the person bitten should be urged to secure specific anti-rabic treatment as soon as possible, no matter what local treatment has been applied to the bite. Applications for anti-rabic treatment should be made through the Medical Officer of Health of the district in which the patient resides.

3. Persons bitten by stray dogs or by dogs exhibiting unusual behaviour should at once inform the police with a view to the necessary inquiries being made. By arrangement with the Ministry of Agriculture and Fisheries, the names of all persons known to officers of that Department or to the Police to have been bitten by dogs suspected of being rabid will be communicated at once to the Medical Officer of Health of the district in which the bitten persons live.

4. As soon as information reaches the Medical Officer of Health that a person in his district has been bitten by a dog suspected of being rabid, the facts of the case should at once be reported to the Medical Department of the Ministry of Health with the following particulars:—

(a) Name, age and address of the person bitten.

(b) Date when bitten.

(c) Severity of the bite and part of the body bitten; the report should state whether the bite penetrated through the skin and caused bleeding.

(d) Name and address of owner of the dog, or other information which will enable the dog to be identified.

(e) Whether rabies in the dog has been diagnosed locally.

5. On receipt of information from the Medical Officer of Health the Ministry of Health will ascertain the opinion of the Veterinary Officers of the Ministry of Agriculture and Fisheries on the facts in their possession regarding the suspected dog, and will inform the Medical Officer of Health if the Veterinary Officers advise that the dog is to be regarded as rabid. Should it happen, for reasons which are unavoidable, that a definite diagnosis cannot be furnished without delay, the Ministry of Agriculture have undertaken to advise the Medical Officer of Health whether the symptoms in the dog are sufficiently suspicious to justify anti-rabic treatment before the confirmatory diagnosis is available, and this information will similarly be forwarded to the Medical Officer of Health. The Medical Officer of Health should await instructions from the Ministry of Health before sending patients away for treatment.

6. The following is a brief summary of the principles which should guide a Medical Officer of Health in recommending anti-rabic treatment:—

- (a) There should be evidence that the bite penetrated through the skin and caused bleeding.
- (b) Treatment should be strongly urged on all persons who have been bitten by animals which are, in the view of the Ministry of Agriculture, affected with rabies.
- (c) As regards persons bitten by animals captured and killed or kept under observation, in which there is no clinical or post-mortem evidence of rabies, treatment should, as a rule, be deprecated as unnecessary.
- (d) As regards the treatment of persons bitten by untraced stray dogs or other animals, distinction should be made between—
  - (i) Cases occurring in the scheduled or immediately adjoining areas, where presumably there is greater risk of the dog being rabid: to cases in this category treatment should be recommended.
  - (ii) Those occurring outside the scheduled areas—here treatment should be offered, but not pressed.

7. When, after consideration of all the circumstances of the case, and after communicating with the Ministry as above advised, the Medical Officer of Health is satisfied that anti-rabic treatment is essential, and has obtained the consent of the patient, he should arrange for treatment direct at the following centre:—

London: Dr. Dudgeon, Department of Pathology, St. Thomas's Hospital, Westminster Bridge, London, S.E.1.

The vaccine employed at this centre is a carbolised anti-rabic vaccine prepared at the Ministry's Laboratory. It should be understood that the hospital named above does not, except by special arrangement, provide internal accommodation for patients undergoing anti-rabic treatment.

8. The Medical Officer of Health should follow the same procedure in dealing with cases occurring in any of H.M. Services of which he receives notification.

9. In any case where the Medical Officer of Health is satisfied that a person who needs anti-rabic treatment cannot stay at a centre at his own expense for the two or three weeks necessary for the completion of the course, he should at once represent the matter to the District Council or to the Chairman of the Council in order that the funds required may be provided by the Council. The Ministry of Health, as previously announced, are prepared to sanction reasonable expenditure incurred by the Council for this purpose.

10. Attention may again be drawn to the importance of securing all possible expedition in the above procedure.

11. Should any Naval Rank or Rating be bitten by a dog suspected to be rabid, information should be forwarded to the Naval Health Officer if the case occurs in the Portsmouth, Devonport or Chatham Command, and to the Medical Department, Admiralty, if the case occurs elsewhere.

This is additional to and not in lieu of the preceding instructions contained in paragraphs 1-10 which are issued by the Ministry of Health.

12. It is to be noted that at present the only centre for treatment in England and Wales authorised by the Ministry of Health is—

Dr. Dudgeon,  
Department of Pathology,  
St. Thomas's Hospital,  
Westminster Bridge, London, S.E.1.

#### B.—PROCEDURE FOR SCOTLAND.

The Department of Health for Scotland have made arrangements with the Laboratory Committee of the Royal College of Physicians' Laboratory, 2, Forrest Road, Edinburgh, whereby specific anti-rabic treatment can be given in Edinburgh. It will be necessary for those under treatment to obtain accommodation for themselves in Edinburgh; but arrangements have been made for exceptional cases requiring institutional treatment to be received into the wards of the Royal Infirmary.

2. The person bitten should be informed that the matter is under inquiry, and that he should be prepared, if so advised, to go to Edinburgh for anti-rabic treatment on receipt of a telegram.

3. On receipt of information from the Medical Officer of Health, the Department of Health for Scotland will ascertain the opinion of the Veterinary Officers of the Ministry of Agriculture and Fisheries on the facts in their possession regarding the suspected dog, and the Department will inform the Medical Officer of Health if the Veterinary Officers advise that the dog is to be regarded as rabid. Should it happen, for reasons which are unavoidable, that a definite diagnosis cannot be furnished without delay, the Ministry of Agriculture and Fisheries have undertaken to advise the Department of Health for Scotland whether the symptoms in the dog are sufficiently suspicious to justify anti-rabic treatment before the confirmatory diagnosis is available, and this information will similarly be forwarded to the Medical Officer of Health. In any case a definite decision for purposes of treatment will be available 24-48 hours after the material for diagnosis from the dog has been received by the Ministry of Agriculture and Fisheries. The Medical Officer of Health should await instructions from the Department of Health for Scotland before sending patients away for treatment.

4. When, after communicating with the Department as above, the Medical Officer of Health is satisfied that anti-rabic treatment is essential, and has ascertained that the person bitten is prepared to begin the treatment, he should communicate with:

The Superintendent,  
Royal College of Physicians' Laboratory,  
2, Forrest Road, Edinburgh,

stating whether the place and date of the patient's first attendance for treatment are to be telegraphed to himself or to the patient direct.

5. In any case where the Medical Officer of Health ascertains that a person who needs anti-rabic treatment cannot stay in Edinburgh at his own expense for the two or three weeks necessary for the completion of the course, he should at once represent the matter to the Local Authority or to the Chairman in order that the funds required may be provided by the Local Authority.

6. Should any Naval Rank or Rating be bitten by a dog suspected to be rabid, information should be forwarded to the Naval Health Officer if the case occurs in the Coast of Scotland Command, and to the Medical Department, Admiralty, if the case occurs elsewhere.

This is additional to and not in lieu of the preceding instructions contained in paragraphs 1-5, which are issued by the Department of Health for Scotland.

**\*677.—Infectious Diseases Isolation Hospitals—Use by Persons resident within Admiralty Establishments**

(C. (II) 1844/30.—20.3.1931.)

The following general information as to the procedure to be followed in regard to the removal to, and maintenance in, Local Authorities' isolation hospitals of persons who contract infectious diseases while resident within Admiralty Establishments is promulgated for the guidance of all concerned.

2. Except as regards personnel who, by virtue of the conditions of their service, have a definite title to hospital treatment at the public expense, the Admiralty will *not* accept any responsibility for the cost of a patient's removal to or maintenance in an isolation hospital or institution of a like character.

3. The contributions in lieu of rates which are made by H.M. Government are considered to entitle persons residing on Admiralty property to facilities equal to those enjoyed by other ratepayers, and the assessment and settlement of claims for maintenance, etc., in rate-supported institutions, is held to be a matter which rests between the local authorities and the patient, or those responsible for the patient. It is expected, in this connection, that claims by the local authorities will be calculated, and the method of collection determined by them, in the usual manner with regard to the circumstances of the individual against whom the claim is preferred.

4. In order that there may be no obstacle to the provision by the local civil authorities of the recognised facilities, co-operation is desirable between the Naval Medical Authorities (including Surgeons and Agents where concerned) and the local representative of the Civil Engineer-in-Chief on the one hand, and the civilian Medical Officer of Health and sanitary authorities on the other, with a view to the satisfaction of all the reasonable requirements of the civil authorities. Such co-operation will, it is anticipated, ordinarily necessitate the admission of the respective civil officers into the establishment to enable them, in the first place to carry out the duties usually associated with the removal of cases of infectious disease, and subsequently to satisfy themselves that the requirements of the civil authorities in the matter of disinfection, etc., have been fulfilled.

5. Such action should accordingly be taken as may be deemed necessary (having regard to varying local conditions), to ensure a smooth working arrangement with the officers representing the local civil authorities, in order that the interests of all concerned may be satisfactorily served in the event of cases of infectious disease arising.

**\*743.—Royal Air Force Personnel serving in Ships of the Home Fleet—Inoculation and Re-vaccination**

(N. 410/31.—27.3.1931.)

Royal Air Force personnel embarked in ships of the Home Fleet are to be inoculated in accordance with Article 1417, Clause 14, King's Regulations and Admiralty Instructions, and, if necessary, re-vaccinated whenever the ships take part in a cruise to the Mediterranean, East Indies, Africa, China, or America and West Indies stations.

(*K.R. and A.I., Art. 1417 (14).*)

**\*796.—Official Secrets Acts—Actual or Prospective Publication or Disclosure of Secret or Confidential Matter—Procedure for Dealing with Civilians in the United Kingdom**

(N.L. 502/31.—2.4.1931.)

An undertaking has been given on behalf of H.M. Government that, in regard to secret or confidential matter which has already been published in the Press, the powers given by the Official Secrets Acts of 1911 and 1920 will only be exercised against printers, proprietors, publishers, or editors, with the express approval of the Attorney-General or a Secretary of State.

2. The principle underlying this undertaking applies also to other members of the community who are *prima facie* implicated in any such case, or in any case not connected with the press at all, to the following extent. If a case arises in which it is certain that the mischief has already been done beyond recall or abatement, and in the opinion of the department concerned, delay will not lead to the escape of the offender or be prejudicial to the interests of the State, the powers of search and enquiry given by Section 9 of the Act of 1911 and Section 6 of the Act of 1920, will only be exercised with the express approval of the Attorney-General or of a Secretary of State. In all other cases responsible officers will be free as hitherto to take immediate action as the circumstances of the case may require within the powers conferred by the Acts.

3. Applications in cases specified above should, in the first place, be sent to the Admiralty for consideration.

### **\*905.—Quarry House, St. Leonards-on-Sea—General Facilities**

(N. 1012.—17.4.1931.)

The attention of Their Lordships has been drawn to the general facilities offered by Quarry House, St. Leonards-on-Sea, both as a Benevolent Institution and as a Leave Club.

2. As a Benevolent Institution, Quarry House is specially suitable for men and boys invalided from the Service, or discharged on other than disciplinary grounds, who are without pension or resources of their own, and whose friends are not in a position to help them. (Arrangements have been made for a leaflet on the subject to be distributed to ratings invalided in Home Waters.)

3. Such ratings are recommended to write to the Warden, Quarry House, St. Leonards-on-Sea, and to state their case *before actual discharge*, and, if possible, in the case of invalids, as soon as survey has been ordered. A written recommendation from an officer or other responsible person will be of value, but men should not for this purpose delay getting into touch with Quarry House.

4. As a Leave Club, Quarry House is available for use by men and boys on long or week-end leave. Arrangements have been made for a leaflet giving full particulars to be supplied through Flag Officers for display in all ships and establishments in Home Waters.

5. Quarry House is not an employment agency, but offers assistance, advice, and accommodation on cheap and fair terms while discharged ratings are looking for employment.

975. }  
1128. } *Issued Confidentially.*

### **\*1131.—Injuries received by R.N. and R.M. Personnel while serving with the R.A.F.—Hurt Certificates**

(C.W. 1758/31.—8.5.1931.)

In the event of Naval or Royal Marine personnel being injured while serving with the Royal Air Force in circumstances under which a Naval Hurt Certificate would normally be granted, arrangements have been made with the Air Ministry under which R.A.F. Form No. 551 will be issued, these forms taking the place of the usual Naval form.

2. Naval Hurt Certificates will, however, continue to be issued in accordance with Article 1419, King's Regulations and Admiralty Instructions, to Naval or Marine personnel injured whilst serving in the Fleet Air Arm on board H.M. aircraft carriers.



3. The following extract from Air Ministry Weekly Order No. 652/29 is promulgated for information:—

\* \* \* \* \*

“4. Arrangements have been made with the Admiralty whereby Forms 551 will be used in lieu of the Naval Hurt Certificates which are now issued (under King's Regulations and Admiralty Instructions, Article 1419) to R.N. and R.M. personnel who sustain injury in certain circumstances while serving with the Royal Air Force. The procedure will be as follows: Units will render Form 551 (in the case of officers, to the Air Ministry; and in the case of ratings, to the Officer i/c Records or the Air Ministry, as indicated in paras. 1 and 2) in all cases of injury, whether or not the circumstances are such as would justify issue of a Hurt Certificate under Admiralty regulations. Whenever the injury is one for which the issue of a Hurt Certificate is appropriate, copies of the Form 551 will be made in the Air Ministry or in the Record Office, as the case may be. For an officer, the original and one copy will be returned to the C.O. of the unit concerned, who will pass the original form to the officer and endorse the copy to that effect; the copy will then be returned to the Air Ministry for transmission to the Admiralty. For a rating, the original Form 551 will be returned by the Officer i/c Records to the C.O. of the unit for attachment to the service certificate, on which an appropriate note will be made.”

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**1356.—Issued Confidentially.**

**\*1443.—Examination in Seamanship for Higher Rating**

(N. 1577/31.—12.6.1931.)

Whenever possible, ratings are to be examined in seamanship or higher rating at a time when they are serving in a sea-going ship.

**1561.—Issued Confidentially.**

**\*1610.—Washing Linen for the Sick Bay—Payments to Naval Ratings**

(N/N.P. (II) 811/31.—3.7.1931.)

Until further notice the following maximum rates may be paid to Naval Ratings employed in washing articles of sick bay linen:—

							<i>Per doz.</i>	
							<i>s.</i>	<i>d.</i>
Tablecloths ...	...	...	...	...	...	...	1	9
Sheets ...	...	...	...	...	...	...	1	9
Pillow cases ...	...	...	...	...	...	...	0	10
Bed covers ...	...	...	...	...	...	...	1	9
Towels ...	...	...	...	...	...	...	0	10
Coverlets ...	...	...	...	...	...	...	2	6
Blankets ...	...	...	...	...	...	...	5	3
Shirts ...	...	...	...	...	...	...	1	8
Gowns, operating ...	...	...	...	...	...	...	2	6
Coats ...	...	...	...	...	...	...	3	0
Curtains, long ...	...	...	...	...	...	...	1	9
„ scuttle ...	...	...	...	...	...	...	0	10

2. The work should, however, be performed by contract on shore or in the ship's laundry whenever practicable.

3. In exceptional circumstances where the Commanding Officer is satisfied that the foregoing rates do not sufficiently remunerate the rating (having regard to the labour involved and the cost of the materials used), he may authorise payment at such higher rates as he considers fair and reasonable. In every such case the Commanding Officer should furnish a suitable certificate on the pertinent voucher to the cash account.

## 1853.—Cinematograph Films—Instructions for Showing on Board H.M. Ships—Precautions against Fire

(N. 674/31.—31.7.1931.)

In consequence of improvement in the anti-fire devices which are fitted to a modern cinema projector, and also to information obtained from experiments carried out with different types of film fires, it has been decided that, except as stated in paragraph 3, the existing orders relating to the showing of cinematograph films below the weather deck in H.M. ships may be relaxed under certain conditions which are given below.

2. General instructions, applicable to all ships, respecting the showing and handling of films are also included in this Order.

3. Ships in which suitable covered-in space on the weather deck is already available for cinema use are to continue to use it. The showing of films below the weather deck in leaders, destroyers, submarines, or small vessels, is strictly prohibited in any circumstances.

4. In ships other than those included in paragraph 3, the following instructions are to be observed, and no ship is to show films below the weather deck if they cannot be complied with:—

### (A) *Fire arrangements.*

(i) When showing a film the projector should stand in such a position that a film fire could burn itself out without any extensive damage to its surroundings. A base plate should be provided where necessary and inflammable articles removed from the vicinity.

(ii) If a film catches fire and cannot readily be taken on deck, it should be allowed to burn itself out—fire extinguishers and fire hose being used afterwards to extinguish any resultant fire.

(iii) If fumes are escaping, the following procedure should be adopted, either:—

(a) Evacuate compartment and get rid of fumes by the ventilation, or

(b) If practicable, get film up on deck and overboard.

(iv) Exits must be at that end or at those sides of the auditorium which are away from the projector.

### (B) *Safety arrangements at the projector.*

(i) The projector must be screened from the auditorium by asbestos or asbestos blanket or other fire-proof material in order to:—

(a) Allow the operator light to work by, and

(b) To assist in localising a film fire should one occur. If possible, the machine and operator should be completely housed in a fire-proof casing.

(ii) *Shutter safety gear*—which automatically excludes the light ray from the film should machine stop—should be fitted.

(iii) *Gate safety gear*—which prevents fire penetrating to spool boxes, should the exposed portion of film catch fire—should be fitted. (This can and should be tested periodically.)

(iv) Spool boxes should have spring operated doors.

(v) Spool boxes to be labelled in large letters:—

“NOT TO BE OPENED WHILE MACHINE IS RUNNING.”

*Note.*—(ii), (iii) and (iv) are ordinary fittings on modern projectors. (ii) and (iii) are also in accordance with Home Office Regulations.

5. The following general orders, applicable to all occasions of showing films, whether above or below the weather deck, are to be brought into force:—

(i) Smoking by the film operator or by any person close to the projector or handling films is to be strictly prohibited.

(ii) The efficiency of all film operators must be assured.

- (iii) A responsible person must be in charge of the performance to see that the instructions are observed should a fire occur.
- (iv) When operating one film, no other film should be in the vicinity of the projector, and, if feasible, should be in another compartment altogether.
- (v) All films when not in use are to be kept in a metal locker which ordinarily is not to be kept stowed below the upper deck, and all re-winding should take place on this level or on the weather deck.

*Note.*—Special lockers are recommended with partitions to hold one film—each partition having a spring door.

- (vi) Films, when removed from machine, are to be at once returned to this locker.
- (vii) Films are not to be shown in the vicinity of compartments or areas containing explosives or readily inflammable stores or of ventilating trunks leading to dangerous areas.

6. The following directions are issued as a guide both for operators and for those who are responsible for their efficiency:—

- (a) *Preparation of film.*—Film to be gone over carefully in the winding room and all breaks or defects cut out and repaired *before* it is exhibited. It should be impossible for a film to break during exhibition if this is done conscientiously.

Film jointing must be learnt and joints tested for their ability to stand an equal strain to the film itself.

The film should be studied, *i.e.*, the operator should know its length and ending.

- (b) *Care of spools.*—Care of spools consists of inspection only, as no spool which is bent or in any way defective should be used.
- (c) *Care of the machine.*—The operator should be able to produce, and must follow the instructions in the book issued by the maker of the machine. Such books can always be obtained.

The important points which can be examined by anyone in authority are:—

- (i) The correct loading of a film in a projector and no slip while running.
- (ii) The efficiency of the teeth of winding pinions.
- (iii) The efficiency of the gate and safety traps. A short length of film led into an empty spool box, set alight outside, should be extinguished in the closed safety trap.
- (iv) Spool boxes should, if possible, be fitted with an observation radial window to give the operator an idea of the amount of film remaining. Such windows are trade fittings.
- (v) Shutter operating gear. An opaque non-inflammable shutter should shut off the concentrated light from the film when the machine is stopped. This is one of the most important precautions to prevent fire, and the screening must be absolute.
- (vi) The operator must be capable of dealing with a film that breaks during operation. He should be able to re-insert the film in its track and re-connect to the bottom spool in quick time without failure. A broken film is almost invariably due to failure of the operator to observe the rules for preparation of films. Old films are very liable to break and require more careful inspection.
- (vii) Efficient means of transport for the machine are essential.

- (d) *Organisation for operating.*—(i) The operator must have sufficient room and light, and be separated from the audience. No unauthorised person should come near the machine or assist in any way.
- (ii) An assistant who understands films should assist in fetching and carrying films from the winding room. Films are always to be carried in their tin boxes, and in accordance with general orders (iv), (v), and (vi) of paragraph 5 above.
- (iii) It is important to note that a film fire cannot occur if the safety arrangements outlined above are complied with.

7. *Notes on film fires.*—A film fire cannot really be put out, whatever the extinguisher or method used may be. The flame can be put out by smothering it with asbestos blankets, or foam, or by plunging it in water, but combustion continues, resulting in suffocating, dense fumes, which will prove to be much more dangerous than the fire.

A loose film, such as may have been allowed to flake itself down on the deck under the cinema projector by careless operation, will, if it catches fire, burn very intensely and very suddenly, but very quickly.

A film rolled up in its box with the lid of the box open will not burn quite so suddenly or so quickly, but the fire is intense while it lasts.

In both the above cases the film will burn itself out in from 3 to 5 minutes—leaving no fumes—added to which the flame would not be dangerous to anything outside the immediate vicinity.

A film rolled up in its box with the lid shut would, on catching fire, cause combustion, and fumes would leak out through cracks, etc.

In a modern cinema house the projector is operated in a fire-proof compartment entirely separated from the auditorium. This compartment is excellently lighted and has an air vent in the roof for the escape of fumes. On board H.M. ships this arrangement cannot be adopted in its entirety, but an avoidable risk is taken if the operator is working in semi-darkness.

## 1909.—Medical Boards on R.A.F. Officers or Airman Pilots Serving Afloat

(C.W. 6370/31.—7.8.1931.)

The procedure for holding Medical Boards on R.A.F. personnel in Royal Naval Hospitals at home and abroad is dealt with in the Instructions for the R.N. Hospitals and other Medical Establishments at Home and Abroad.

The procedure set out in paragraph 2 of this Order is to be adopted for initiating medical boards on R.A.F. officers (or airman pilots) serving afloat, who are considered to be below the standard of fitness required of them:—

- (a) Whilst on duty in a ship;
- (b) After a period of non-effectiveness due to illness or injury; provided that, in both (a) and (b) resumption of previous medical standard is unlikely within a reasonable period.
- (c) Prior to proceeding on duty abroad, if found to be suffering from, or to have suffered from, a condition likely to be aggravated by foreign service to the extent of becoming an invaliding disability.

2. Form 42 (card and flimsy) will be completed by the medical officer of the ship, who will state clearly his opinion as requisite; the card will be disposed of in accordance with A.F.O. 82/30, and the flimsy will be placed in Form 48, which, accompanied by a written request for a medical board, will be forwarded through the Captain of the ship to the nearest Principal Medical Officer, Royal Air Force.

On receipt of the application, the Principal Medical Officer will issue instructions as follows:—

- (a) If a board is approved, the unit will be informed accordingly, the date and place stated, and the Form 48 forwarded to the President of the Board.
- (b) If a board is not approved, the unit will be so informed and the medical documents returned through the usual channels.

3. A list is given below of the Principal Medical Officers to whom application for boards should be made:—

(i) Ships in home waters:—

Principal Medical Officer,  
Headquarters,  
Coastal Area, Royal Air Force,  
33/34, Tavistock Place,  
London, W.C.1.

(ii) Ships in Mediterranean:—

Principal Medical Officer,  
Headquarters,  
Royal Air Force,  
Mediterranean,  
Valetta,  
Malta,

or

Principal Medical Officer,  
Headquarters,  
Royal Air Force,  
Middle East,  
Villa Victoria,  
Cairo,  
Egypt.

(iii) Ships in East Indies:—

Principal Medical Officer,  
Headquarters,  
Royal Air Force,  
(a) Imperial Secretariat, (b) Kelvin Grove,  
South Block, or Simla,  
New Delhi, India,  
India,

dependent upon the time of year,

or

Principal Medical Officer,  
Air Headquarters,  
Iraq Command,  
Hinaidi,  
Iraq.

4. For ships in the Far East and elsewhere, where no Principal Medical Officer is available, a medical board should be held at the nearest service medical establishment, with, if possible, a Royal Air Force Medical Officer as a member of the board.

(A.F.O. 82/80.)

### **\*2027.—Promotion to Warrant Shipwright**

(C.W. 6925/31.—21.8.1931.)

Having regard to the fact that promotion to the rank of Warrant Shipwright has been suspended for a number of years, the Board have decided that alternative vacancies for this rank which arise owing to retirements for age may be filled until the present surplus is absorbed.

### **2070.—Water—High Cost of Supplies in Harwich Harbour**

(C. (II) 3537.—21.8.1931.)

Attention is drawn to the high cost of obtaining supplies of water for H.M. ships in Harwich Harbour, as owing to the inability of any but small craft to get alongside the pier, the hire of a water boat is necessary to convey the water from the shore.

2. Vessels, other than drifters, etc., visiting this port should, therefore, take supplies of water on board elsewhere whenever possible.

## 2089.—Admiralty Compass Observatory—Messing Arrangements for Naval Officers undergoing Courses

(C. (I) 2132/31.—28.8.1931.)

Naval officers detailed for courses at the Admiralty Compass Observatory, Slough, are to be credited on the ledger of the ship on whose books they are borne for pay with provision allowance at the special rate of 2s. 3d. a day for each day they are messed at the Observatory.

2. They will be required to settle their mess bills at the Observatory before departure: the mess charge will be 4s. 3d. a day, apart from the usual mess extras.

## \*2208.—Chlorination of Water in Swimming Baths

(N./M.D.G. 6636/31.—11.9.1931.)

In order to control chlorination and maintain the correct amount of "free" chlorine in the water of swimming baths, a daily examination of the water for "free" chlorine is to be carried out by a Medical Officer or a person acting under his instructions.

2. The following method affords a simple and reliable means of performing this test:—

(i) *Preparation of the reagent (Starch-Iodide).*—Pure powdered starch, about as much as would lie on a sixpence, is placed in a cup and thoroughly mixed with about two teaspoonfuls of water (which has not been chlorinated and preferably has been distilled). Half a cup of water (*see note preceding*) is brought to the boil; the starch-water mixture is stirred and poured into the boiling water, and the starch solution allowed to continue boiling for a few seconds. The liquid is made quite cold and then pure potassium iodide, also about as much as would lie on a sixpence, is dissolved in it. The whole is mixed and preserved in a stoppered bottle.

The reagent will keep fresh for some days but must be discarded if it causes any trace of blue colour with unchlorinated water.

(ii) *Testing the Water for Free Chlorine.*—Two white cups are taken, with a clean stirrer in each (preferably glass). One is filled with water which is known not to have been chlorinated, and the other is filled with the water to be examined. To each is added about a spoonful of the reagent and the contents of each cup are separately stirred. An immediate blue colour in the water from the bath indicates the presence of free chlorine. The other water should not give any colour; if such is produced, this indicates that the reagent is unsatisfactory. The faintest blue colour indicates satisfactory chlorination, deeper tints mean more bleaching powder than is necessary is being added to the bath.

3. Periodical bacteriological examination should still be carried out.

## \*2251.—R.N. Personnel on Loan to R.C.N.—Pay, etc., Arrangements

(N.P. (I) 300/31.—18.9.1931.)

*A.—Officers and Men of the R.N. about to take Service in the R.C.N.*

The pay accounts of officers appointed to the R.C.N. direct from full pay or unemployed pay at the full pay rate are to be closed on the date immediately preceding that of the commencement of their R.C.N. appointment, and balances are to be paid in full up to that date by the Accountant Officers of their ships prior to transfer. Transfer Lists (S.45) are then to be forwarded direct to the Financial Superintendent, Department of National Defence, Ottawa (who, after notation, will transmit them to H.M.C. Establishment concerned), and duplicates are to be sent to the Director of Navy Accounts.

2. When ratings are selected for service in the Royal Canadian Navy they should be paid by the Accountant Officer of their ship up to the date of their discharge from the Royal Navy, Transfer Lists (S.45) being forwarded without delay direct to the Financial Superintendent, Department of National Defence (Naval Service), Ottawa, and duplicates to the Director of Navy Accounts.

3. In order to provide that officers and ratings definitely transferred or on loan to the R.C.N. shall have an opportunity to revise their contributions to their dependants on being placed on R.C.N. rates of pay, and in order to avoid hardship through a break in the continuity of payment to the dependants by reason of the officer's or man's transfer, the allotment (and any allowances in force in respect of ratings) at the time of the transfer will not necessarily be discontinued and any adjustments or stoppages should be left for arrangement between the Director of Navy Accounts and the Canadian Government.

The allotments of officers and ratings selected for service in the R.C.N. should not, therefore, be regarded as stopped on transfer, but particulars of the allotment should be shown on the Transfer Lists forwarded to the Financial Superintendent, Department of National Defence, Ottawa and Director of Navy Accounts as for transfers in the R.N.

4. Ratings selected for loan to the Royal Canadian Navy are to sign the usual agreement form in triplicate before leaving dépôt. One copy thereof is to be forwarded to the Chief of the Naval Staff of Canada, Department of National Defence, Ottawa, Canada; one copy enclosed in the man's service certificate, and the third copy forwarded to the Director of Navy Accounts, Admiralty, Cornwall House, Stamford Street, London, S.E.1.

5. Advances of R.C.N. pay, not exceeding three months' pay for officers and one month's pay for ratings, less allotments in each case, may be made if desired. The payments should be brought to account on the ledger on the separate lists for R.C.N. personnel and appropriately noted on their Transfer Lists.

Advances for travelling and subsistence expenses should be dealt with in accordance with the instructions issued in the Consolidated Fleet Order on Travelling and Subsistence expenses of R.N. and R.M. officers and men.

*B.—Officers and Men of the Royal Navy returning from Service in the R.C.N.*

6. Officers of the R.N. returning from the R.C.N. for reversion to the R.N. are to be borne nominally on the books of H.M.S. "Victory" for disciplinary purposes only, from the date of arrival in England to the date of expiration of their R.C.N. leave. During this period payment will be made to them in full from Canadian sources.

7. A Transfer List will be forwarded from Canada to H.M.S. "Victory," showing the period for which such officers should be borne nominally on that dépôt's books, a notation being made that payment has been effected direct from Canada for such period.

8. Men returning for reversion to the Royal Navy are to be borne nominally on the books of their respective dépôts from the date of arrival in England to the date of expiration of their R.C.N. leave, and will be instructed to join their barracks on the day following termination of foreign service leave irrespective of the date upon which their two years' period of loan terminates. Men will be provided with leave tickets showing date of expiration of their leave. Transfer Lists, together with the men's service certificates, conduct sheets, medical history sheets, etc., will be forwarded to the Commanding Officer, H.M.S. "Victory," Portsmouth, with a covering letter asking that these documents may be sent to their respective dépôts with as little delay as possible. Complete settlement of pay accounts at Canadian rates of pay will be made from Canada.

9. *Allotments.*—Naval and Marine personnel who are utilising the allotment system are to be afforded, at the earliest opportunity, facilities for varying their allotment commitments in the light of their requirements upon reverting to R.N. and R.M. rates of pay, subject to the limits prescribed by Article 1756, clause 3 (a), King's Regulations and Admiralty Instructions.

With a view to ensuring continuity of support of wives and other dependants, men of the R.N. and R.M. returning to England, whose dependants are residing abroad should, upon first appearance in dépôt, be encouraged to declare new or revised allotments in their favour.

10. *Marriage Allowance.*—If a Naval rating claims to be entitled to Navy marriage allowance in respect of a wife and/or children residing abroad, a report upon such of the following points as may be applicable in his case should be forwarded at the same time as the allotment declaration :—

- (i) Present address of wife.
- (ii) Whether she is following him to this country and, if so, the approximate date of arrival.
- (iii) If not proceeding to this country, the reason for remaining abroad.
- (iv) Names and ages of his children under school leaving age.
- (v) Name and address of guardian of children, if motherless.

## \*2252.—Chinese Ratings—Pay and Allowances

(N.P. (II) 1029/31.—18.9.1931.)

Chinese ratings in ships returning to England will receive their ordinary pay. When it is necessary to pay them in other than the normal currency, they should be paid the equivalent value of the appropriate dollar based on the official rate of exchange at the time.

2. A supplementary allowance, to meet the extra cost of victualling, on a scale which varies according to the official current exchange rate of the dollar, is also payable from the date on which the ship leaves Singapore to the date on which the ratings return to that port. The rate of this allowance will be reviewed on the periodic revision of the rate of victualling allowance in the Fleet generally, and future variations will be promulgated in Admiralty Fleet Orders. The following revised rates came into force as from 1st April, 1933 :—

When the official rate of the dollar is	...	1s. 11d. or over	...	...	2d. a day.
"	"	under 1s. 11d., but not under 1s. 9d.,	"	"	3d. "
"	"	"	"	1s. 9d.,	"
"	"	"	"	"	1s. 7d., 4d. "
"	"	"	"	1s. 7d.,	"
"	"	"	"	"	1s. 5d., 5d. "
"	"	"	"	1s. 5d.,	"
"	"	"	"	"	1s. 3d., 6d. "
"	"	"	"	1s. 3d.,	"
"	"	"	"	"	1s. 1d., 7d. "
"	"	"	"	1s. 1d.,	"
"	"	"	"	"	11d., 8d. "
"	"	"	"	11d.	...
"	"	"	"	...	...
"	"	"	"	...	9d. "

3. As from 1st July, 1932 the rate of the allowance authorised to be paid to Chinese ratings in ships returning to England, to meet the extra expense for maintenance of clothing while off the China Station, will be as follows :—

Men in Class II uniform, £3 14s. 0d. a year, or 6s. 2d. a month.

" " III " £4 15s. 4d. " 7s. 11d. "

The allowance is payable to the men from the date on which they leave Singapore on the voyage to England to the date on which they arrive back at Singapore.

## \*2612.—Uniform—White Coat

(N.L. 3338/31.—6.11.1931.)

It has been decided, with the King's approval, to postpone the abolition of the white coat until 1st January, 1935. No new white coats are to be obtained, but until that date officers already in possession of white coats may continue to wear them on such occasions under No. 8b as, in the discretion of Commanders-in-Chief, are informal.

## 2737.—Private Meetings of Societies

(N.L. 3646/31.—20.11.1931.)

It has come to the knowledge of the Board of Admiralty that private meetings of one of the branches of a certain society, which were permitted to be held on board one of H.M. ships, were made use of for the purpose of concerting action in contravention of Naval discipline.

2. Their Lordships realise the value of such societies for benevolent purposes and have no wish to hinder their activities in this direction, but, in view of the improper use of the meetings referred to, they have directed that private meetings of societies are not in future to be held on board H.M. ships or in Naval or Marine establishments.



## 2796.—Official and Register Numbers of Naval Ratings and Royal Marines on Transfer from 1931 to 1925 Rates of Pay

(N.P. (II) 1861.—27.11.1931.)

The system of “X” official and register numbers introduced to distinguish men and boys entered and re-entered under the 1925 rates of pay is to be applied to all men to whom paragraphs (c) (3) and (4) of A.F.O. 2410/31, Part II, apply.

2. All these men should be given an “X” number in the manner described in paragraph 4 below on the day following that on which the term of their existing engagement expires, whether or not a reduction of pay is involved.

3. In order to secure that this is done and, where necessary, the pay is reduced at the proper time, a notation in the undermentioned terms is to be made in the remarks column of the ledger whenever a re-engagement is executed by any Naval rating or Royal Marine affected (*i.e.*, re-engagements during the quarter ending 31st December, 1931, by men who were not eligible on 30th September, 1931, to re-engage to complete time for pension and *all* re-engagements after 31st December, 1931).

“ 1925 rates of pay and “X” number  
as from.....193 .....

This notation is to be carried forward from ledger to ledger and is to appear on all pay documents relating to the man concerned until the change of number and, where necessary, reduction of pay are effected. A similar notation is also to be inserted *in pencil* on page 2 of the man's Service Certificate.

4. On the appropriate date the “X” number is to be added on the Service Certificate after the class letter of the existing official number in the case of Naval ratings, and after the Division and before the Register number in the case of Royal Marines, *e.g.*, J.9999 is to be altered to J.X.9999 and Ch/17240 to Ch/X.17240, etc. The “X” is to be added on the Service Certificate as clearly as possible, and in some cases it may be desirable to cross out the existing number entirely and to re-insert it with the addition of the “X” rather than to attempt to interpolate the “X” between the class letter or Division and the number. The alteration is to be made at the same time on the ledger and all other official documents.

5. Should a rating with an old style official number, *e.g.*, 357752, be affected by the Order, application should be made to the Admiralty for a new official number to be allotted.

6. All alterations to official and register numbers made under this Order are to be reported on Form S.161 in the space entitled “New Port Division or R.M. Division (and Register No.).”

(*K.R. and A.I., Arts. 758 and 1729.*)

(*Instructions for rendering Form S.161.*)

**\*2960.—Officers and Men of the Royal Australian Navy Serving in H.M. Ships and Establishments—Pay, etc., Arrangements and Rates of Pay, etc.**

(N./N.P. (II) 1970/31.—11.12.1931.)

**PART I.**

**OFFICERS AND MEN OF THE ROYAL AUSTRALIAN NAVY BORNE ON THE BOOKS OF H.M. SHIPS AND ESTABLISHMENTS.**

Officers of the R.A.N. who are sent to England for service or training in the Royal Navy are to be borne on the books of Portsmouth Depôt from the date of their arrival in England until their first appointment, and subsequently during the intervals between appointments until the date of embarkation for return to Australia.

Unless instructed to the contrary, they are to join the R.N. Barracks during these periods.

2. The accounts of officers and men are to be entered on separate lists of the ledger (List 14 or 17, R.A.N.). The pay and victualling are also to be shown separately in the Ledger Abstract under the heading "General Accounts" (Commonwealth of Australia).

3. Pay and allowances are to be credited at the rates applicable to the Royal Australian Navy, which will be shown on their Transfer Lists. No variation in these rates nor payment of additional allowances should be made unless specially authorised by the Defence Liaison Officer, to whom communications relating thereto should be addressed direct.

All questions of advancement, award, or restoration of Good Conduct Badges, Long Service and Good Conduct Medals, and of allowance for non-substantive rating on qualifying for same should similarly be referred, accompanied by Service Certificates, before any payment is made in respect thereof.

4. Forms S.63, S.63b, S.54 and S.54b, in respect of allotments should be forwarded to the Defence Liaison Officer, Australia House, Strand, W.C.2, for necessary action. Allotments payable in the United Kingdom on behalf of R.A.N. personnel serving in the Royal Navy, should not be continued after the embarkation of the Allottee for Australia, except with the prior approval of the Commonwealth Naval Board.

5. On discharge from one ship to another, Australian rates of pay and allowances should be shown on similar Transfer Lists, which are to be forwarded with them, duplicate Transfer Lists being also sent to H.M.A. London Depôt.

6. Any clothing, etc., taken up on repayment from Government Stocks is to be paid for by cash and the charges will not appear in the ledger.

7. All claims, including those for travelling expenses and subsistence, are to be forwarded direct to the Defence Liaison Officer for necessary action.

8. *Private Motor Vehicles.*—Before authority can be given for the use by R.A.N. personnel of a privately owned motor car on official duty, the policy of insurance and annual receipt for premium, under a comprehensive policy (covering the use of the vehicle on official business and third party risks) must be produced. The policy must name the Commonwealth as the insured or one of the insured. This may be done by an appropriate endorsement on an existing policy.

Claims should be supported by a certificate from the Commanding Officer or the Accountant Officer in the following terms:—

"I certify that.....has produced an insurance policy and receipts for premium showing that his private car is insured under a comprehensive policy (covering the use of the vehicle on official business and third party risks) for the period covered by the claim, and that the Commonwealth is insured thereby."

9. Effects of deceased persons or deserters (late members of the R.A.N.) should not be disposed of until authority has been received from the Defence Liaison Officer, and it should be noted that the disposal of effects frequently necessitates reference to Australia.

10. A complete extract from the ledger showing details of accounts, etc., in respect of all R.A.N. ranks and ratings borne during the period covered by the ledger is to be forwarded to the Defence Liaison Officer as soon as possible after the ledger is closed.

On the return of an officer or rating to one of H.M.A. Ships or Establishments, the extract is to be sent immediately he is discharged and not at the end of the period covered by the ledger. The accounts thus rendered need not be included in the extract forwarded at the end of the quarter.

When officers or ratings are borne in H.M. Ships or Establishments *for victuals only*, any credit to which they may become entitled and any charges incurred therein should be communicated *in detail* as they occur to the H.M.A. Ships or London Depôt, in which they are borne for pay where the necessary adjustment of account will be made.

11. Officers of the R.A.N. serving in H.M. ships are to be given the usual Service Certificate, a copy of which is to be forwarded by the Commanding Officer direct to the Defence Liaison Officer. A notation that this has been done is to be made on the counterpart and the date of transmission should also be recorded.

12. It is to be noted that so far as financial matters are concerned the King's Regulations and Admiralty Instructions for the Royal Navy do not apply either to ranks and ratings of the R.A.N. or to ranks and ratings of the R.N. lent for service with the R.A.N.

## PART II.

### *Medical and Dental.*

1. If officers and men attached to the R.N. for loan service, training, etc., contract venereal disease, the facts should be reported as soon as possible to the Defence Liaison Officer, who will communicate the necessary instructions regarding pay, etc.

2. Officers of the R.A.N. serving under exchange conditions in the R.N. are subject to the conditions laid down in King's Regulations and Admiralty Instructions.

### *Dental Treatment in United Kingdom when attached to H.M. Ships and Establishments.*

3. Wherever possible, Admiralty Service routine as set forth in Admiralty Fleet Orders should be followed by R.A.N. personnel serving in the United Kingdom and requiring dental treatment.

Refunds for dental treatment obtained from other than service sources will be made in accordance with the following clauses:—

Where treatment by a naval dentist is not available and emergency treatment for the relief of pain has to be obtained from a civilian dentist, consideration will be given to a claim for refund of reasonable expenses in respect of treatment for the relief of pain only. Any such claim should be accompanied by a full statement of the circumstances.

Personnel serving at places where no service dental facilities are available may obtain treatment from local civilian dentists. Written orders for treatment required should be obtained from the Senior Naval Officer, Admiralty Form S.31, or the form of authority set out in Consolidated Orders and Regulations being used for the purpose. Orders should be attached to claims for refunds, and should be certified as to correctness (before payment is approved) by the officer authorising the treatment.

Refunds in respect of treatment obtained under the above conditions will be made only in accordance with the scale of fees for operative dental treatment set out in Admiralty Fleet Orders.

*Treatment by Private Practitioner in Case of Illness.*

4. When Service treatment is not available owing to a member being taken ill while on leave and at a place where there is no Naval Medical Officer or Naval Hospital, members of the R.A.N. are to seek treatment by a private practitioner or in a civil hospital if fit to be moved. Fees incurred will generally be borne by the Commonwealth of Australia up to a reasonable amount. In all cases the illness and cause should be reported forthwith to the Defence Liaison Officer, through the Commanding Officer, by the member, together with a certificate signed by the medical practitioner attending the case. The certificate must state:—

- (a) The disease from which the member is suffering.
- (b) That he is unfit to travel to the nearest place where he could obtain treatment from a Naval source.
- (c) The distance between the patient's residence and the doctor's house or surgery.
- (d) Whether attended at the man's residence or the doctor's surgery.

A similar certificate is to be furnished weekly until fit to travel or removed to a Naval Hospital.

In an emergency, where it is necessary for a surgical operation to be performed by a private practitioner, because the member's condition does not enable him to travel to a place where he could receive treatment from Naval medical sources, the sum allowed for medical expenses will be specially considered up to an amount of £30.

*Checking on Ledger.*—A member who reports sick while on short leave should be checked to sick leave from date of commencement of sickness, as indicated in the medical report, and should be credited with leave allowance from that date and while unfit to travel.

In the case of a member who reports sick while checked to leave, he should be re-checked to sick leave from the commencing date of sickness, as shown on medical report, and should continue to be credited with leave allowance while unfit to travel.

When the member is sent to hospital he should be checked or re-checked as necessary to hospital, the name of the hospital being inserted in the ledger. It should be noted that leave allowance is not payable in hospital.

## PART III.—PAY OF OFFICERS.

Under the provisions of the Financial Emergency Act, effective on and from 16th July, 1931, the daily rates of active pay and allowances set forth shall apply, where not otherwise stated, to officers of the Permanent Naval Forces (Sea-going). Ranks or relative ranks specified shall be as defined in King's Regulations and Admiralty Instructions.

The following shall be the rates of Active Pay for Commissioned Officers:—

*Executive Branch.*

<i>Rank or Relative Rank.</i>	<i>Rate per Diem.</i>		
	£	s.	d.
Midshipman ... ..	0	5	0
Sub-Lieutenant ... ..	0	8	10
Mate ... ..	0	12	10
Lieutenant "on promotion" ... ..	0	14	10
after 4 years ... ..	0	16	0
after 6 years ... ..	0	19	3
Lieutenant-Commander "on promotion" ... ..	1	4	0
after 3 years ... ..	1	5	7
after 6 years ... ..	1	7	3
Commander "on promotion" ... ..	1	12	0
after 3 years ... ..	1	15	2
after 6 years ... ..	1	17	3
after 9 years ... ..	2	0	4



*Medical Branch.*

<i>Rank or Relative Rank.</i>	<i>Rate per Diem.</i>	
	£	s. d.
Surgeon-Lieutenant "on entry" ... ..	1	2 5
after 3 years ... ..	1	5 7
Surgeon-Lieutenant-Commander "on promotion" ... ..	1	10 5
after 3 years ... ..	1	14 5
Surgeon-Commander "on promotion" ... ..	1	17 3
after 3 years ... ..	2	0 4
after 6 years ... ..	2	3 5
after 9 years ... ..	2	6 6
Surgeon-Captain "on promotion" ... ..	2	10 5
after 3 years ... ..	2	14 3
after 6 years ... ..	2	18 2
after 9 years ... ..	3	2 0

An officer of the Medical Branch who has his seniority as Surgeon-Commander ante-dated to the date of his attaining 6 years' seniority as Surgeon-Lieutenant-Commander shall not be eligible for increase of pay and allowances until the date of passing the qualifying examination.

*Dental Branch.*

Surgeon-Lieutenant (D) "on entry" ... ..	1	0 0
after 3 years ... ..	1	3 3
Surgeon-Lieutenant-Commander (D) "on promotion" ... ..	1	8 0
after 3 years ... ..	1	12 0
after 6 years ... ..	1	14 5
Surgeon-Commander (D) "on promotion" ... ..	1	16 0
after 3 years ... ..	1	17 9
after 6 years ... ..	2	1 1

A Dental Surgeon who is qualified medically shall receive pay under the scale for the Medical Branch.

*Chaplain Branch.*

Chaplain "on entry" ... ..	0	16 0
after 3 years ... ..	0	18 5
after 6 years ... ..	1	0 10
after 9 years ... ..	1	3 3
after 12 years... ..	1	5 7
after 15 years... ..	1	8 0
after 18 years... ..	1	10 5
after 21 years... ..	1	12 10
after 24 years... ..	1	15 5
after 27 years... ..	1	16 5
after 30 years... ..	1	18 9

*Instructor Branch.*

Instructor-Lieutenant "on entry" ... ..	0	16 10
after 3 years ... ..	0	19 3
Instructor-Lieutenant-Commander "on promotion" ... ..	1	4 0
after 3 years ... ..	1	5 7
after 6 years ... ..	1	7 3
Instructor-Commander "on promotion" ... ..	1	12 0
after 3 years ... ..	1	15 2
after 6 years ... ..	1	17 3
after 9 years ... ..	2	0 4
Instructor-Captain "on promotion" ... ..	2	2 8
after 3 years ... ..	2	6 6
after 6 years ... ..	2	10 5
after 9 years ... ..	2	14 3

*Officers of and Promoted from Warrant Rank.*

The following daily rates of Active Pay shall apply to officers of and promoted from Warrant Rank; except those referred to in (a) below.

	Mechanical Branches. (Column "A.")	Non-Mechanical Branches. (Column "B.")
	Rate per Diem.	Rate per Diem.
	<i>s. d.</i>	<i>s. d.</i>
Warrant Officer ... ..	12 10	12 0
after 3 years ... ..	13 7	12 10
after 6 years ... ..	14 5	13 7
after 9 years ... ..	14 10	14 0
Commissioned Officer from Warrant Rank.	16 10	16 0
after 3 years ... ..	18 5	17 7
after 6 years ... ..	19 3	18 5
after 9 years ... ..	20 10	20 0
Lieutenant "on promotion" ...	22 5	21 7
after 3 years ... ..	23 3	22 5
after 6 years ... ..	24 0	23 3
Lieutenant-Commander ... ..	25 7	24 10
after 3 years ... ..	28 10	28 0
Commander ... ..	As for Commander of Branch.	As for Commander of Branch.

(a) The following daily rates of Active Pay shall apply to officers promoted to Mate from Warrant Rank, and to such officers promoted to Lieutenant and Lieutenant-Commander from Mate.

	Mechanical Branches. (Column "A.")	Non-Mechanical Branches. (Column "B.")
	Rate per Diem.	Rate per Diem.
	<i>s. d.</i>	<i>s. d.</i>
Mate ... ..	18 5	16 0
Lieutenant "on promotion" ... ..	20 0	18 0
after 4 years ... ..	21 7	19 3
after 6 years ... ..	23 3	20 10
Lieutenant-Commander "on promotion" ...	27 3	24 0
after 3 years ... ..	28 10	25 7
after 6 years ... ..	30 5	27 3
Commander ... ..	As for Commander of Branch.	As for Commander of Branch.

Any Warrant Officer whose total emoluments as a rating, on the date immediately preceding his promotion to Warrant Rank, exceeded the amount to which he would be entitled as a Warrant Officer, may, on the approval of the Naval Board, be paid a special rate of pay. Such cases shall be dealt with in accordance with the conditions governing similar cases in the Royal Navy.

*Schoolmaster Branch.*

The following daily rates of Active Pay shall apply to officers serving in the Schoolmaster Branch:—

	<i>Rate per Diem.</i>
	£ s. d.
Schoolmaster Candidate ... ..	0 9 7
Probationary Schoolmaster ... ..	0 10 0
Schoolmaster (Warrant Officer) after one year from entry, or on confirmation, if later... ..	0 10 5
After 2 years from entry ... ..	0 10 10
And thence by annual increments of 5 <i>d.</i> a day to ...	0 15 10
Schoolmaster (Commissioned Officer from Warrant Rank) "on promotion" ... ..	0 16 0
And thence by annual increments of 5 <i>d.</i> a day to...	1 0 2
Senior Master (Commissioned Officer from Warrant Rank) "on promotion" ... ..	0 18 5
And thence by annual increments of 5 <i>d.</i> a day to...	1 2 7
Headmaster (Lieutenant) "on promotion" ... ..	1 2 5
After 3 years ... ..	1 3 3
After 6 years ... ..	1 4 0
Headmaster (Lieutenant-Commander)—	
"On promotion" ... ..	1 5 7
After 3 years ... ..	1 8 10

## PART IV.—ALLOWANCES (OFFICERS).

1. *Lodging Allowance.*—Payable, subject to approval of Defence Liaison Officer, when not provided with Service accommodation on board or quarters on shore.

	<i>Rate per Diem.</i>
	s. d.
Captain and higher Rank... ..	5 0
Commander ... ..	4 5
Lieutenant-Commander ... ..	4 3
Other Commissioned Officers ... ..	3 3
Midshipman ... ..	2 5
Commissioned Officer from Warrant Rank	} 3 3
Warrant Officer ... ..	

In cases where Lodging Allowance is paid owing to quarters not being available and the officer resides at his own home, the rates of Lodging Allowance shall be the foregoing rates less the amount of Married Allowance, if any, drawn.

Officers in receipt of Lodging Allowance are not to be credited with same when on leave for periods exceeding four days.

*Lodging Allowance—Annual Rate.*—Officers (Sea-going) of the Royal Australian Navy who are appointed to positions on shore, and are not provided with accommodation, shall be paid Lodging Allowance at the following rates, provided that, where the period of service ashore does not exceed one month, officers shall be paid the difference between the daily and annual rates of Lodging Allowance prescribed in this clause:—

<i>Rank or Relative Rank.</i>	<i>Rate per Annum.</i>
Captain and higher Rank ... ..	£80
Commander ... ..	£72
Lieutenant-Commander ... ..	£64
All other Commissioned Officers and Commissioned Officers from Warrant Rank and Warrant Officers ... ..	£56

Payment of Lodging Allowance at the annual rate shall continue to be made when an officer proceeds on recreation leave, or on sick leave, provided the officer is not accommodated in hospital.



Payment of Lodging Allowance at the annual rate shall also continue to be made:—

- (a) For the first seven days whilst an officer is accommodated in hospital,
- (b) For the first seven days only when temporarily absent from headquarters and travelling allowance is drawn;

provided, always, that the lodgings are retained and paid for during the period.

In calculating Lodging Allowance at the annual rate, the amount payable should be ascertained by multiplying the annual rate by the number of days in the period of calculation and dividing the result by 365.

Marriage Allowance shall not be paid concurrently with the annual rate of Lodging Allowance when an officer resides or is able to reside at his own home.

2. *Difference of Mess Subscription.*—Officers required to mess in the ward room are to be allowed difference of mess subscription as follows:—

Gun Room Officers (including Mates)	...	...	7d.	per diem.
Warrant Officers	...	...	10d.	„ „

for the full number of days during which ward room subscription is paid.

3. *Provision Allowance.*—When rations in kind are not supplied during periods of duty, and members are required to victual themselves from other than Service sources, an allowance at the rate of 2s. 5d. per diem shall be paid.

4. *Leave Allowance.*—When rations in kind are not supplied during periods on leave exceeding 48 hours, a Leave Allowance at the rate of 1s. 5d. per diem shall be paid in lieu of rations.

5. *Victualling.*—Officers serving in H.M. ships and establishments are to be victualled in the same manner as officers of the R.N., but when not victualled, Provision or Leave Allowance is to be paid at the rates and subject to the conditions laid down above.

6. *Marriage Allowance.*—(1) On production to the Defence Liaison Officer of satisfactory evidence of marriage, an allowance may be paid in accordance with the scale set out hereunder:—

<i>Number of Children under the Age of 16.</i>										<i>Warrant Officers under six years' Seniority.</i>
										<i>Rate per Diem.</i>
										<i>s. d.</i>
Wife only	...	...	...	...	...	...	...	...	...	2 0
Wife and 1 child	...	...	...	...	...	...	...	...	...	2 6
Wife and 2 children	...	...	...	...	...	...	...	...	...	3 0

Warrant Officers over six years' seniority shall receive the allowance for Warrant Officers under six years' seniority up to a maximum of 2s. 6d. per diem.

Commissioned Officers from Warrant Rank in receipt of "On Promotion" rates of pay shall receive 1s. 7d. per diem Marriage Allowance. Commissioned Officers from Warrant Rank in receipt of rates of pay prescribed for Commissioned Officers from Warrant Rank after three years' seniority and after six years' seniority shall receive 10d. per diem Marriage Allowance. Commissioned Officers from Warrant Rank in receipt of pay as Commissioned Officer from Warrant Rank after nine years' seniority shall not be entitled to Marriage Allowance.

7. Other allowances to R.A.N. officers are payable, generally, under similar conditions to those of R.N. officers. The rates payable have been

reduced as from 16th July, 1931, under the provisions of the Financial Emergency Act, 1931, and are as follows:—

<i>R.N. rate.</i>	<i>R.A.N. rate.</i>	<i>R.N. rate.</i>	<i>R.A.N. rate.</i>
1 0 ... ..	0 10	5 0 ... ..	4 0
1 6 ... ..	1 3	6 0 ... ..	4 10
2 0 ... ..	1 7	7 0 ... ..	5 7
2 3 ... ..	1 10	8 0 ... ..	6 5
2 6 ... ..	2 0	10 0 ... ..	8 0
2 9 ... ..	2 2	13 6 ... ..	10 10
3 0 ... ..	2 5	15 0 ... ..	12 0
3 9 ... ..	3 0	20 0 ... ..	16 0
4 0 ... ..	3 3		

The above R.A.N. rates are applicable to all ranks below Captain. Rates payable to Captains and above are slightly lower scale.

#### PART V.—PAY OF RATINGS.

Under the provisions of the Financial Emergency Act, effective on and from 16th July, 1931, the daily rates of pay set forth hereunder shall apply:—

<i>Seamen Ratings.</i>	<i>Per Diem.</i> <i>s. d.</i>
Ordinary seaman, 2nd class ... ..	2 1
Ordinary seaman ... ..	4 1
Able seaman ... ..	5 8
After 3 years' man's time ... ..	5 10
After 6 years' man's time ... ..	6 0
Leading seaman ... ..	6 6
After 1 year's service, if passed for petty officer ... ..	6 8
Petty officer ... ..	7 3
After 3 years' service ... ..	7 6
After 6 years' service ... ..	7 9
Chief petty officer ... ..	8 4
After 3 years' service ... ..	8 9*

<i>Sick-Berth Staff.</i>	
Sick-berth attendant ... ..	4 6
After training ... ..	6 0
After 3 years' service as such if passed for leading sick-berth attendant ... ..	6 2
After 6 years' service as such if passed for leading sick-berth attendant ... ..	6 4
Leading sick-berth attendant ... ..	6 11
After 3 years' service if passed for sick-berth petty officer ... ..	7 1
Sick-berth petty officer ... ..	7 8
After 3 years' service ... ..	7 11
After 6 years' service ... ..	8 2
Sick-berth chief petty officer ... ..	8 9
After 3 years' service ... ..	9 2*

<i>Writer Ratings.</i>	
Writer probationer ... ..	4 6
Writer ... ..	6 1
Leading writer ... ..	7 3
Petty officer writer ... ..	8 2
After 3 years' service ... ..	8 5
Chief petty officer writer ... ..	9 0
After 3 years' service ... ..	9 5*

\* With subsequent triennial increments of 5*d.* per diem.

<i>Supply Ratings.</i>										<i>Per Diem.</i>	
										<i>s.</i>	<i>d.</i>
Supply assistant, 2nd Class	...	...	...	...	...	...	...	...	...	4	6
Supply assistant—on advancement	...	...	...	...	...	...	...	...	...	6	1
After 3 years' man's time	...	...	...	...	...	...	...	...	...	6	3
After 6 years' man's time	...	...	...	...	...	...	...	...	...	6	5
Leading supply assistant—on advancement	...	...	...	...	...	...	...	...	...	7	3
After 3 years, if passed for supply petty officer	...	...	...	...	...	...	...	...	...	7	5
Supply petty officer—on advancement	...	...	...	...	...	...	...	...	...	8	2
After 3 years	...	...	...	...	...	...	...	...	...	8	5
After 6 years	...	...	...	...	...	...	...	...	...	8	8
Supply chief petty officer	...	...	...	...	...	...	...	...	...	9	0
After 3 years' service	...	...	...	...	...	...	...	...	...	9	5*

<i>Stoker Ratings.</i>											
Stoker—											
3rd class	...	...	...	...	...	...	...	...	...	2	1
2nd class	...	...	...	...	...	...	...	...	...	4	6
1st class	...	...	...	...	...	...	...	...	...	6	1
After 3 years' man's time	...	...	...	...	...	...	...	...	...	6	3
After 6 years' man's time	...	...	...	...	...	...	...	...	...	6	5
Acting leading stoker	...	...	...	...	...	...	...	...	...	6	11
Leading stoker	...	...	...	...	...	...	...	...	...	6	11
After 3 years' service	...	...	...	...	...	...	...	...	...	7	1
Stoker petty officer	...	...	...	...	...	...	...	...	...	7	8
After 3 years' service if in possession of stokehold certificate	...	...	...	...	...	...	...	...	...	7	11
After 6 years' service if in possession of stokehold certificate	...	...	...	...	...	...	...	...	...	8	2
Chief stoker	...	...	...	...	...	...	...	...	...	8	9
After 3 years' service	...	...	...	...	...	...	...	...	...	9	2*

<i>Armourers.</i>											
Probationary armourer's crew	...	...	...	...	...	...	...	...	...	6	5
Armourer's crew	...	...	...	...	...	...	...	...	...	7	8
Armourer's mate	...	...	...	...	...	...	...	...	...	7	11
Armourer	...	...	...	...	...	...	...	...	...	8	2
After 3 years' service	...	...	...	...	...	...	...	...	...	8	4
Chief Armourer	...	...	...	...	...	...	...	...	...	9	2
After 3 years' service	...	...	...	...	...	...	...	...	...	9	7
After 6 years' service	...	...	...	...	...	...	...	...	...	10	0

<i>Ship's Cook Ratings.</i>											
Probationary assistant cook	...	...	...	...	...	...	...	...	...	2	1
Assistant cook	...	...	...	...	...	...	...	...	...	4	6
Cook	...	...	...	...	...	...	...	...	...	6	1
After 3 years' man's time	...	...	...	...	...	...	...	...	...	6	3
After 6 years' man's time	...	...	...	...	...	...	...	...	...	6	5
Leading cook	...	...	...	...	...	...	...	...	...	6	11
After 3 years' service	...	...	...	...	...	...	...	...	...	7	1
Petty Officer cook	...	...	...	...	...	...	...	...	...	7	8
After 3 years' service	...	...	...	...	...	...	...	...	...	7	11
After 6 years' service	...	...	...	...	...	...	...	...	...	8	2
Chief petty officer cook	...	...	...	...	...	...	...	...	...	8	9
After 3 years' service	...	...	...	...	...	...	...	...	...	9	2*

\* With subsequent triennial increments of 5d. per diem.

*Signal and Telegraphist Branches.**Per Diem.*

	<i>s. d.</i>
Ordinary signalman and ordinary telegraphist, 2nd class ... ..	2 1
Ordinary signalman and ordinary telegraphist ... ..	4 1
Signalman and telegraphist ... ..	5 11
After 3 years' man's time ... ..	6 1
After 6 years' man's time ... ..	6 3
Leading signalman and leading telegraphist ... ..	6 11
After 1 year's service (if passed for yeoman of signals, petty officer telegraphist, or for higher standard) ... ..	7 1
Yeoman of signals and petty officer telegraphist ... ..	7 8
After 1 year's service if recommended by his Commanding Officer, or after 3 years' service in any case ... ..	7 10
After 3 years from date of receiving preceding rate ... ..	8 0
Chief yeoman of signals and chief petty officer telegraphist ... ..	8 9
After 3 years' service ... ..	9 2*

*The service certificates of yeomen of signals and petty officer telegraphists shall be suitably noted on their being granted the 7s. 10d. rate of pay.*

*Engine-room Artificers, Electrical Artificers, Ordnance Artificers, Mechanics and Shipwrights.*

Artificer, 5th class ... ..	6 11
Mechanician ... ..	8 9
Artificer, 4th class, acting 4th class, and mechanician after 3 years' service ... ..	9 2
Artificer, 3rd class, and mechanician after 6 years' service ... ..	9 7
Artificer, 2nd class, and mechanician after 9 years' service ... ..	10 0
Artificer, 1st class, and mechanician after 12 years' service ... ..	10 5
Chief, 2nd class ... ..	10 10
Chief, 1st class ... ..	11 7

*Blacksmiths, Plumbers, Painters, Joiners, Coopers, Dental Mechanics.*

5th class ... ..	7 3
4th class ... ..	7 8
3rd class ... ..	7 11
2nd class ... ..	8 2
1st class ... ..	8 5
After 3 years' service ... ..	8 8
Chief ... ..	9 2
After 3 years' service ... ..	9 7
After 6 years' service ... ..	10 0

*Sailmaker Branch.*

Sailmaker's mate ... ..	6 9
After 3 years' service ... ..	6 11
After 6 years' service ... ..	7 1
Sailmaker ... ..	7 8
After 3 years' service ... ..	7 11
After 6 years' service ... ..	8 2
Chief Sailmaker ... ..	8 9
After 3 years' service ... ..	9 2*

*Regulating Branch.*

Regulating petty officer ... ..	8 0
After 3 years' service ... ..	8 3
After 6 years' service ... ..	8 6
Master-at-arms ... ..	9 2
After 3 years' service ... ..	9 7
With subsequent triennial increments of 5d. per diem up to 12 years inclusive.	

\* With subsequent triennial increments of 5d. per diem.

<i>Officers' Stewards and Cooks.</i>								<i>Per Diem.</i>
								<i>s. d.</i>
Officers' steward and cook 4th class	...	...	...	...	...	...	...	4 6
Officers' steward and cook 3rd class	...	...	...	...	...	...	...	6 0
After 3 years' man's time	...	...	...	...	...	...	...	6 2
After 6 years' man's time	...	...	...	...	...	...	...	6 4
Officers' steward and cook 2nd class	...	...	...	...	...	...	...	6 11
After 3 years' service	...	...	...	...	...	...	...	7 1
Officers' steward and cook 1st class	...	...	...	...	...	...	...	7 8
After 3 years' service	...	...	...	...	...	...	...	7 11
After 6 years' service	...	...	...	...	...	...	...	8 2
Officers' chief steward and cook...	...	...	...	...	...	...	...	8 9
After 3 years' service	...	...	...	...	...	...	...	9 2*
<i>Bandsmen.</i>								
Bandsmen (A.B.)	...	...	...	...	...	...	...	5 8
After award of Efficiency Certificate	...	...	...	...	...	...	...	6 0
After 3 years' man's time	...	...	...	...	...	...	...	6 2
After 6 years' man's time	...	...	...	...	...	...	...	6 5
After 9 years' man's time	...	...	...	...	...	...	...	6 7
After 12 years' man's time	...	...	...	...	...	...	...	6 9
Band Corporal	...	...	...	...	...	...	...	6 10
After 3 years' service	...	...	...	...	...	...	...	7 0
Bandmaster	...	...	...	...	...	...	...	7 9
After 3 years' service	...	...	...	...	...	...	...	7 10
After 6 years' service	...	...	...	...	...	...	...	8 0
Chief Bandmaster	...	...	...	...	...	...	...	8 6
After 3 years' service	...	...	...	...	...	...	...	8 11
After 6 years' service	...	...	...	...	...	...	...	9 4

PART VI.—NON-SUBSTANTIVE PAY AND ALLOWANCES.—  
RATINGS.

1. The non-substantive rates of pay and allowances of ratings are generally payable under similar conditions to those of R.N. ratings. The rates have been reduced under the provisions of the Financial Emergency Act, 1931, from 16.7.31, and compare as follows with the R.N. rates:—

R.N. Rate.	R.A.N. Rate.	R.N. Rate.	R.A.N. Rate.	R.N. Rate.	R.A.N. Rate.	R.N. Rate.	R.A.N. Rate.	R.N. Rate.	R.A.N. Rate.
				<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
1d.—3d.	Same.	7d.—7½d.	6d.	0 11	0 9	1 6	1 3	3 0	2 6
4d.	3d.	8d.	7d.	1 0	0 10	2 0	1 8	3 9	3 1
4½d.—5d.	4d.	9d.	8d.	1 1½	0 11	2 3	1 10	4 0	3 3
6d.	5d.	10d.	8d.	1 3	1 0	2 6	2 1	4 6	3 7

*Note.*—G.C. Badge Pay.—1st badge, 3d. per day. Each succeeding badge, 2d. per day.

2. *Lodging allowance*, when not provided with accommodation:—

*Per Diem.*

	<i>s. d.</i>
Chief petty officer	2 0
Petty officer	1 7
Other ratings	1 3

Where Lodging Allowance is paid owing to quarters not being available and the man resides at his own home, the rates of Lodging Allowance shall be the foregoing rates less the amount of Marriage Allowance, if any, drawn.

Men in receipt of Lodging Allowance are not to be credited with same when on leave for periods exceeding four days.

\* With subsequent triennial increments of 5d. per diem.

- Per Diem.*  
*s. d.*
3. *Provision Allowance*, when not victualled:—  
All ratings ... .. 2 5
4. *Ration Allowance*, when checked to leave for periods over 48 hours:—  
All ratings ... .. 1 5
5. *Victualling*.—Ratings serving in H.M. ships and establishments are to be victualled in the same manner as ratings of the R.N., but when not victualled Provision or Ration Allowance is to be paid at the rates and subject to the conditions laid down above. Grog money at R.N. rates should be credited on ledger to ratings who do not receive the spirit ration.
6. *Kit Upkeep Allowance*.—The following rates of Kit Upkeep Allowance are payable to R.A.N. ratings from 1st October, 1931:—
- (a) C.P.Os. and P.Os. wearing the special uniform of that rating, viz., Class III dress with gilt buttons and Pattern 49 cap badges ... .. 7½*d.* per diem.  
(b) Men dressed as Class II ... .. 6½*d.* „  
(c) Men dressed as Class III ... .. 7*d.* „  
(d) All Band ratings ... .. 7*d.* „

These rates of Kit Upkeep Allowance are subjected to alteration from time to time. Half-pennies should not appear in the total amount of Kit Upkeep Allowance credited on the ledger. Where an odd number of days is involved, either on transfer to another ship, in preparation of final settlement of account, or in the case of a full quarter's credit, the rating is to be credited with an additional half-penny, no adjustment being required in the next account.

#### *Outfit Gratuities.*

(From 1st October, 1931.)

	<i>£ s. d.</i>
7. (a) Petty officers dressed as seamen on promotion to C.P.O. ... ..	13 15 0
(b) Petty officers with one year's service as such on change of uniform from Class II to Class III ...	12 0 0
(c) Other men or boys on transfer to ratings for which a change of uniform to Class III is required ...	11 5 0
(d) Men or boys on transfer to ratings for which a change of uniform to Class II is required ...	9 0 0

#### *Marriage Allowance.*

8. On production to the Defence Liaison Officer of satisfactory evidence of marriage, Marriage Allowance shall be payable to ratings as under:—

	<i>Per Diem.</i> <i>s. d.</i>
For wife only ... ..	1 8

#### *Children under the age of 16 years:—*

For wife and 1 child ... ..	2 2
For wife and 2 children ... ..	2 8
For wife and 3 children ... ..	3 2
For wife and 4 children ... ..	3 8
For wife and 5 children ... ..	4 2
For wife and 6 children or more... ..	4 8

The following conditions shall govern the payment of Marriage Allowance:—

- (a) In the case of a chief petty officer, petty officer, or man, an allotment must be declared of at least one-half of his active pay (excluding allowances) plus the full amount of the Marriage Allowance in favour of his wife.
- (b) Marriage Allowance may be paid to widowers with children under the age of 16 years in accordance with the following scale, subject to an allotment being declared in favour of a guardian of one-quarter of active pay (excluding allowances) plus the full amount of Marriage Allowance:—

							<i>Per Diem.</i>
							<i>s. d.</i>
One child ...	...	...	...	...	...	...	1 4
Two children ...	...	...	...	...	...	...	1 10
Three children ...	...	...	...	...	...	...	2 4
Four children ...	...	...	...	...	...	...	2 10
Five children ...	...	...	...	...	...	...	3 4
Six children or more ...	...	...	...	...	...	...	3 10

**3007.**—*Issued Confidentially.*

**3009.—Billiard Tables in Fleet Establishments—Charges for Electric Current Consumed in Lighting**

(C. (I) 291/31.—24.12.1931.)

No charges are to be made for electric current consumed in the lighting of billiard tables situated in accommodation provided in Fleet Establishments for the purpose of messes or recreation rooms not forming part of canteen.

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# 1932

## \*122.—Eyesight Standards for R.N., R.M., R.F.R., and R.N.R. —Supply of Glasses to certain Ratings

(N. 120/30.—15.1.1932.)

*New Entries.*—The standards of vision required for men and boys on entry in the Royal Navy and Royal Marines are laid down in Article 47, Recruiting Instructions, as amended. Those for enrolment in R.N.R. are laid down in Article 20, R.N.R. Regulations (Men).

2. *Glasses.*—All men in the R.N. and R.M. are required to be capable of performing their duties without the aid of glasses, with the exception of the following, who may be permitted to wear glasses to enable them to carry out their duties:—

- W/T ratings (in offices only).
- Writers (including boy writers).
- Supply branch ratings.
- Sick berth ratings.
- Regulating branch ratings (in offices only).
- Officers' stewards and cooks
- Other cook ratings.
- Boy servants.
- Royal Marine band ranks.
- Royal Marine police.
- Stokers employed as Engineer Writers—On re-engagement.

In addition, experienced men of the following ratings in their second continuous service engagement may be permitted as a privilege to wear glasses in order to avoid invaliding (*see* paragraph 12), provided that, apart from defective vision, they are medically fit and recommended for retention, each such case being considered on its merits by the Commanding Officer:—

- Sailmakers.
- Engine Room Artificers.
- Mechanicians.
- Chief Stokers.
- Stoker Petty Officers.
- Electrical Artificers.
- Ordnance Artificers.
- Artisans.

3. Glasses will be supplied at the public expense to any rating permitted to wear them, under paragraph 2, whose eyesight becomes defective after entry in the Service, provided he is not considered a fit subject for invaliding. When the defective vision is not attributable to or aggravated by the Service, a recommendation from the Commanding Officer that the retention of the man's services is desirable will be necessary before the provision of glasses at the public expense is approved.



4. Only steel-rimmed spectacles can be supplied at the cost of public funds, or their equivalent value allowed; and supply should always be arranged through the man's depôt unless unreasonable delay would result through this procedure, when supply may be arranged by local purchase. The expenditure involved must only be incurred with duly qualified opticians, and the Commanding Officer must satisfy himself that the price is fair and reasonable, having due regard to the prices obtaining in the district where the purchase is made.

5. The cost of replacement or repair of glasses lost or damaged through misconduct or negligence will be charged against the pay of the rating concerned.

6. Refusal on the part of a man to wear glasses, where it has been certified that they are necessary to prevent invaliding, will be regarded as unreasonable, and, if persisted in so as to necessitate invaliding, may result in any award due on discharge being withheld, or granted at a reduced rate, at the discretion of the Admiralty.

7. A notation is to be made on the Medical History Sheets of men possessing supernormal vision (*e.g.*, 6/5 or 6/4), in order that they may be selected as special lookouts when occasion arises.

8. Leading Stokers will in future be eligible for advancement to Acting Stoker Petty Officer if they possess 6/9 vision using both eyes together, and 6/12 using each eye separately, without glasses, and are otherwise qualified under Appendix XVII, Part I, 36, King's Regulations and Admiralty Instructions.

9. *Re-engagement.*—All men are to be medically examined before being allowed to re-engage, the visual standards for each rating on re-engagement being as follows:—

*Distant Vision.*—

Seamen and Royal Marines ...	6/12; 6/12, with the exception of Signal ratings, who must have not less than 6/9 in one eye and 6/12 in the other; W/T ratings, who must have 6/12 using both eyes together, the worse eye not less than 6/24; and Bandsmen—see below.
Sailmakers ... ..	6/12 using both eyes together; the worse eye not less than 6/24.
Leading Stokers, Stokers and Regulating Branch ...	6/18; 6/18.
Chief Stokers and Stoker P.Os.	6/9 using both eyes together; the worse eye not less than 6/18.
Mechanicians ... ..	
E.R.As. ... ..	
Electrical Artificers and Ordnance Artificers ...	6/12 using both eyes together; the worse eye not less than 6/24.
Writers ... ..	6/18 using both eyes together; the worse eye not less than 6/36; with glasses, 6/9; 6/9 at least.
Supply Branch ratings ...	
Sick Berth Staff ... ..	
Officers' Stewards and all Cook ratings ... ..	
Artisan ratings ... ..	
Bandsmen ... ..	

The defects of vision in all cases should be due to errors of refraction only, and if there is any reason to suspect corneal, choroidal, retinal or optic nerve diseases, or a high degree of hypermetropia, the opinion of an ophthalmic specialist should be obtained before re-engagement is completed.

*Near Vision.*—Men who are permitted to wear glasses on duty may be accepted for re-engagement if they can read Snellen D=0·6 (Jaeger 2) with glasses; others should be capable of reading D=0·6 with both eyes tested separately without glasses.

10. The fact that a man has been examined and found medically fit for active service is to be noted on the re-engagement form, the notation being signed by the Medical Officer.

11. *Re-entry and Re-enlistment.*—For men re-entering the Service within less than 12 years from the original date of entry, the visual standards should be the same as those on entry, except for W/T ratings, who may be re-entered subject to a visual standard of 6/12, provided the defect of vision is due to errors of refraction only and not to disease. If 12 years or over have elapsed since original entry, the same standards as those demanded for re-engagement should be accepted.

12. *Ratings in their Second Period.*—Ratings who are completing time for pension are to be invalidated for defective vision only if their eyesight falls below the following standards:—

Seamen and Royal Marines, except Band ranks	...	...	6/12 using both eyes together; worse eye not less than 6/24.
Signal ratings	...	...	6/12; 6/18.
Sailmakers	...	...	6/24 using both eyes together; neither eye below 6/36; with glasses ( <i>see</i> paragraph 2) 6/12; 6/12 at least.
W/T ratings	...	...	
Electrical Artificers	...	...	
Ordnance Artificers...	...	...	
Artisans	...	...	6/18 using both eyes together; worse eye not less than 6/36; with glasses ( <i>see</i> paragraph 2) 6/6; 6/9 at least.
Engine Room Artificers	...	...	
Mechanicians	...	...	
Chief Stokers	...	...	
Stoker Petty Officers	...	...	6/18 using both eyes together; worse eye not less than 6/36.
Leading Stokers	...	...	
Stokers	...	...	
Regulating Branch	...	...	
Sick Berth ratings	...	...	6/60; 6/60; with glasses not below 6/12; 6/12.
Writers	...	...	
Supply ratings	...	...	
Officers' Stewards	...	...	
All Cook ratings	...	...	
Bandsmen	...	...	

13. Colour vision, as a general rule, must be normal for all ratings. If, however, a rating in his second period, whose colour vision is found to be defective under present tests, is otherwise medically fit, and in the opinion of his Commanding Officer is suitable for duty in a particular branch (his own or another), his case may be submitted for special consideration (*see* Article 419, King's Regulations and Admiralty Instructions).

14. *R.F.R. and R.N.R.*—R.F.R. ratings, Class B, on first enrolment, and R.N.R. ratings on re-enrolment, are to have the same visual standards as active service ratings on *re-engagement* (*see* paragraph 9).

15. The standard of vision for men in Class A, R.F.R., and men in Class B, R.F.R., and R.N.R., over the age of 35, should not be below the minimum laid down for active service ratings in their second period (*see* paragraph 12).

16. Mechanicians, Chief Stokers, and Stoker Petty Officers, R.F.R., must be able to pass the periodical tests laid down for these ratings.

17. All R.F.R. ratings should be capable of performing their duties without the aid of glasses, unless they have been specially permitted to wear glasses whilst in the active service (*see* paragraph 2).

18. *Royal Marine Police*.—The standard of vision for R.M. Police should be not less than 6/12 in both eyes.

19. All visual tests for entry, re-entry, re-engagement, and advancement in the Royal Navy or Royal Marines are to be conducted under the following standard illumination conditions:—

Two ordinary 20-watt tungsten lamps with straight filaments are fixed vertically 15 in. in front of the place of the test card, one on each side, at a horizontal distance of 12 in. from the vertical plane normal to and bisecting the card. One lamp is placed higher than the other, one being opposite the junction of the upper and middle thirds of the card, the other opposite the junction of the middle and lower thirds. Opaque non-reflecting screens are fitted, so as to prevent direct light from the lamps reaching the candidate's eyes. The diagram (E.F.O. 160/31) shows the front view and plan of the standard illumination arrangements.

Daylight is to be excluded while sight testing is in progress, and the testing compartment is to be moderately illuminated by artificial light.

Great care is to be taken that no glaring lights or other bright objects interfere with the candidate's field of vision.

Extreme contrast between the illuminated test card and the background is to be avoided.

Test cards are to be wrapped up and locked away, or otherwise protected, when not in use. If the cards are left permanently exposed, their lettering may be memorised by prospective candidates, and they also become unreliable by discoloration due to exposure.

(A.F.O. 1543/32.)

## **251.—Acting Sub-Lieutenants (E)—Syllabus of Qualifying Examination Afloat**

(C.W. 11709/31.—5.2.1932.)

The syllabus of the revised qualifying examination afloat of ratings for promotion to Acting Sub-Lieutenant (E) which will be in force for the examination in the autumn of 1932, is shown below:—

### ***Engineering I:—***

Descriptions and sketches will be asked for of the construction and arrangement of the principal parts of the main and auxiliary machinery of a warship, and of the boilers and fittings in connection therewith. A knowledge of the principles of working of the above, and of the fittings provided for their adjustment and how these are used, will also be required.

### ***Engineering II:—***

Questions will test the candidate's knowledge of the actual working on service of a warship's propelling machinery, boilers, auxiliary machinery, and engine-room equipment, and of the examinations and adjustments necessary to keep such parts efficient. Questions will also be set on the regulations ordered to be observed and the precautions necessary in carrying out the various operations incident to the working of the engine room department of a warship generally.

*Heat and Steam:—*

The papers set will comprise questions on the elementary principles of heat engines, with special reference to their application to steam and steam machinery, marine boilers and evaporators, air-compressing and refrigerating machinery, and to the combustion of coal and oil fuel. Also on the quantities of heat involved in the formation of steam, its expansion and condensation, the laws connecting the pressure temperature and volume of gases, and the methods of obtaining the efficiency of steam machinery, boilers or of a combined plant. The candidate's knowledge of indicators and indicator diagrams may also be tested in this paper.

*Mathematics:—*

The metric system: conversion of units. Elementary geometry and algebra with practical applications. Simple problems involving equations. Plotting curves and use of graphs. Elementary Trigonometry. Calculation of areas, volumes and surfaces in practical cases. Meaning of differential co-efficient: simple examples of differentiation with applications; maxima and minima. Meaning of an integral: simple examples.

*Applied Mechanics:—*

Elementary principles of statics and dynamics treated with reference to practical applications. Force, effect of a force in causing motion. Moment of a force about a point. Conditions of equilibrium. Finding the resultant of given forces. Centre of gravity. Friction. Simple machines. Mechanical advantage and efficiency. Velocity ratio. Instantaneous axis. Work, energy and power. Centrifugal force. Elementary notions of stress and strain. Hooke's law. Ordinary tests of materials. Properties of fluids. Hydraulic press. Equilibrium of floating bodies. Energy of fluid under pressure and in motion. Pressure exerted by a jet of fluid.

*General Science, including Electricity:—*

Construction and working of cells in common use in the Service; secondary batteries. Ohm's law and its applications. Electrical instruments in common use: electric bells, telephones, arc and incandescent lamps. Specific resistance, divided circuits, shunts. Continuous current dynamos and motors, including general knowledge of types, management and maintenance. Electrical power and energy. Properties of the common metals. Production and properties of cast iron, the blast furnace, wrought iron, steel. Steel manufacture, Bessemer's and Siemen's processes, hardening and tempering steel. Ship plates, boiler plates, armour plates, protection of steel from corrosion. Oxygen, hydrogen, nitrogen, production and properties. The common acids, their combination with different metals. Common materials, water, air, limestone, etc. Chemistry of combustion.

*English:—*

Candidates will be required to write an essay, for which at least half the total marks allotted to the paper will be awarded. The subjects will generally be of a practical nature, and there will be a choice of at least four. Candidates should try to make the subject-matter of their essays as interesting and accurate as possible, but errors of fact, unless betraying an avoidable ignorance, will not be heavily penalised, since most of the marks will be awarded for good grammar, a pleasing style, and a clear arrangement of topics. Candidates should aim at a minimum length of five hundred words for their essays.

In addition, candidates may be required to reduce a prose passage to about one-third of its length, without omitting any of its essential meaning. In making such a précis candidates may use the words of the original passage when they are suitable for reproduction, but in general should use their own words. They may also be asked to enlarge a tersely-expressed passage from some well-known author or to paraphrase a difficult prose passage.

Candidates should also be prepared for one or more of the following tests: to explain the meaning of common metaphors; to correct ungrammatical sentences; to differentiate between words of nearly similar meaning; to correct the punctuation of a given passage; to supply the correct words in a passage in which wrong ones are made use of; to explain the meanings of difficult words; and for other similar exercises.

### \*343.—Dental Treatment

(M.D.G. 12127/31.—5.2.1932.)

The following revised regulations governing operative dental treatment and the supply, remodelling, repair and replacement of dental appliances are issued.

#### SECTION I.—GENERAL INSTRUCTIONS.

1. Necessary operative dental treatment is allowable at the public expense to all Royal Naval and Royal Marine officers, men and boys, while serving in H.M. Navy, to officers on full salary (whether on the Active List or Retired List of the Royal Navy or Royal Marines) who are employed on Inspection, Research, Design and Experimental Ordnance Duties, etc., to officers and men of the Naval Reserve Forces while under training in H.M. ships or Naval establishments, the R.N. Shore Signal and Wireless Services, members of the Royal Marine Police Force, Pensioner Recruiters and other pensioners serving under non-continuous Service engagements or Royal Marine Enlistments, and the permanent staff of the Royal Naval Volunteer Reserve Force. Members of Queen Alexandra's Royal Naval Nursing Service are eligible to receive necessary operative treatment without charge, provided such treatment can be given by a Naval Dental Officer. Personnel serving in Royal Fleet Auxiliaries are not entitled to dental treatment at the public expense except in case of emergency, when extractions or treatment urgently necessary for the relief of pain may be given, and the cost within the prescribed limits is allowable as a charge to Naval funds.

2. The regulations governing the treatment of officers on leave are shown in the King's Regulations and Admiralty Instructions, Article 1439. Officers on the Retired List (except those referred to in paragraph 1) and officers on half-pay or unemployed pay, are not eligible to receive dental treatment at the public expense. The conditions governing emergency dental treatment undertaken by civilian dental surgeons when Service facilities are not available are shown below.

3. Persons not borne on the books of H.M. ships, *e.g.*, civilians employed under the Admiralty, pensioners serving in a civilian capacity, etc., are not entitled to treatment at the expense of Naval funds unless they have had their teeth or jaws injured on duty as the result of an accident attributable to the Service. In such cases, provided the injury was reported at the time of its occurrence, and there is satisfactory evidence that the accident was attributable to the Service, necessary operative treatment may be undertaken and the Crown will bear the cost of treatment necessitated by the injury. Where in addition to the treatment actually necessitated by the injury it is desired to remedy pre-existing dental defects, the patient will be liable for the additional expense involved.

4. The loss of teeth and consequent dependence upon artificial substitutes greatly reduce a man's service efficiency. Every effort should therefore be made to encourage men to pay proper attention to their teeth, and not to defer necessary treatment, but to avail themselves of every favourable opportunity to receive it.

5. Naval Service dental facilities should be utilised whenever possible. Treatment should generally be obtained from the Naval Dental Officer appointed for duty with the ship, squadron or base to which the officer or man is attached, or at a Naval Hospital, but where more than one Naval Dental Officer is borne in a fleet, the Senior Dental Officer present should arrange for the dental work to be apportioned to the best advantage.

*Reciprocal Dental Arrangements between the Navy, Army and Royal Air Force.*

6. (i) In exceptional circumstances where dental treatment by a Military or Royal Air Force Dental Officer is not available, dental treatment may be rendered to military and air personnel by Naval Dental Officers, provided that Naval requirements are not interfered with, and that the employment of additional staff is not thereby entailed. Similarly, where no Naval Dental Officer is available, Naval personnel may be accorded necessary treatment at Army or Air Force Dental Centres under the same conditions.

(ii) Treatment will be provided reciprocally between the three Services, and no financial adjustment will be made between Admiralty, War Office and Air Ministry in respect of treatment afforded by the Dental Officers of one Service to the personnel of either of the two other Services.

(iii) (a) *Naval Personnel*.—Naval Personnel (other than those seconded, lent or attached to the Army or Royal Air Force) should, when applying for treatment at an Army or Air Force Dental Centre, be accompanied by a requisition on Form S.31, signed by the Commanding Officer on the recommendation of the Naval Medical Officer (if one is borne). This form, showing details of the treatment, and indicating the centre at which it was given, will be returned to the Commanding Officer of the ship or establishment to which the patient belongs for transmission by him to the Medical Director-General of the Navy.

In cases where denture work is required, Form M.234 should be sent with the patient. This form will be completed by the Army or Air Force Dental Officer, and returned to the patient's Commanding Officer for approval, in accordance with the conditions shown in Section II below, before the work is commenced.

(b) *Military Personnel*.—Military personnel (other than those seconded, or lent to the Royal Navy) will, when applying for treatment by a Naval Dental Officer, be accompanied by a written request in the case of officers, or, in the case of warrant officers, non-commissioned officers and men, by Army Form B.256, signed by the patient's Commanding Officer. Treatment may also be given to personnel absent from a unit on leave, etc., on production of sufficient evidence of identity.

On completion of the treatment, particulars should be sent by the Naval Dental Officer on Form M.228 to the patient's Commanding Officer.

In cases where denture work is required, Form M.234 should be completed by the Naval Dental Officer, and forwarded to the patient's Commanding Officer for approval before the work is commenced.

(c) *Air Force Personnel*.—Air Force personnel (other than those seconded or lent to the Royal Navy) will, when applying for treatment by a Naval Dental Officer, be accompanied by Air Ministry Form 632, signed by the Medical Officer or Commanding Officer of the station. This form, showing particulars of the treatment given, should be returned by the Naval Dental Officer to the patient's Commanding Officer.

In cases where denture work is required, Air Ministry Form 632 will be received in duplicate. This form should be completed in duplicate by the Naval Dental Officer, and forwarded to the patient's Commanding Officer, for approval before treatment is commenced. On completion of the work, the Naval Dental Officer should obtain the signature of the patient in Section 5, complete Section 6, and forward one copy to the patient's Commanding Officer, the other copy being transmitted with the next Statistical Return (M.235) to the Medical Director-General of the Navy.

(iv) Records of treatment given to Army or Air Force personnel are not to be included by Naval Dental Officers in the main body of the Statistical Return of Dental Operations (Form M.235), but are to be rendered as an addendum to it.

*Dominion Naval Personnel.*

7. The cost of all dental treatment (other than casual dressings by Naval Medical or Dental Officers for the relief of pain) given to personnel of the Dominion Naval Forces serving with or under instruction in the Royal Navy is recoverable from the Government concerned. Reports (Form M.228), showing details of treatment afforded from Service sources in such cases, and the appropriate charges for such services calculated according to the Scale of Fees shown in Section V of this Order, should be forwarded to the Medical Director-General of the Navy.

*Naval Canteen Service.*

8. Members of the Naval Canteen Service while actually serving afloat may be accorded the privilege of emergency dental treatment without charge, provided such treatment can be given by a Naval Dental Officer serving in H.M. ships afloat.

These employees are not eligible to receive dental treatment at Naval Dental Centres ashore, either at home or abroad, but they may be permitted to participate in any local Admiralty Contract with a Civilian Dental Surgeon on repayment by the individual concerned of the full cost of treatment, etc., afforded, and provided such individual deposits the estimated cost before the treatment is undertaken. In the event of failure to recover the full cost of treatment, a report stating the facts, should be made to the Admiralty.

*Treatment by Civilian Dental Surgeons.*

9. (i) Payment will not be made from public funds for treatment obtained from civilian dental surgeons who have been consulted without the prior sanction in writing (Form S.31) of the responsible Naval authority. In cases where treatment by a Naval, Military, or Air Force Dental Officer is not available and emergency treatment for the relief of pain has to be obtained from a civilian dental surgeon in anticipation of authority, the Admiralty will be prepared to consider a claim for repayment of reasonable expenses in respect of treatment necessary for the relief of pain only, provided the circumstances are satisfactory.

(ii) When Naval service dental facilities are not available, and it is not possible to obtain treatment at an Army or Air Force Dental Centre, officers and men may be sent to qualified civilian dental surgeons for necessary treatment who may be paid at the rates specified below. Subject to these limits, local contracts with qualified dental surgeons may be made whenever necessary by the Senior Naval Officer at the Bases, and the particulars at once reported to the Director of Navy Accounts. The arrangements made should also be communicated to the local surgeon and agent or Naval agent, if there is one in the vicinity. As regards places abroad, attention is drawn to paragraphs 5 and 6 of Section II (C) of this Order.

(iii) Before authorising dental treatment by civilian dental surgeons, the nature and extent of the proposed work should be ascertained, and consideration should be given as to the probable time that will elapse before treatment can be obtained at a Naval, Army or Air Force Dental Centre. Conservative treatment may be given, but if it is considered that the teeth cannot be usefully conserved and their extraction will necessitate the provision of dentures, only such extractions as are urgently necessary should be undertaken. In such cases a report, accompanied by a chart (Form S.31), showing the nature and extent of the treatment recommended, and an estimate of the cost, should be forwarded to the Medical Director-General of the Navy (or, if abroad, to the Senior Medical Officer of the Station), who will decide the action to be taken.

(iv) Form S.31 is to be used in all cases where dental work of any kind is undertaken by dental practitioners other than Naval Dental Officers, care being taken that all of the required information is correctly entered on both portions of the form which is to remain intact. The dental surgeon's attention should be drawn to the general instructions governing treatment at the expense of Naval funds (Form S.31A) and he should be informed that

payment for appliance work of any description will not be made from Naval funds unless the responsible Naval authority has previously sanctioned the supply, or repair, etc., and the expenditure involved.

(v) In all cases requiring special treatment for which provision is not made in the schedule, or involving expenditure beyond the rates specified below, *prior* approval of the responsible Naval authority is required.

## SECTION II.—DENTURES.

### (A) *Eligibility for the Supply, etc., at the Public Expense.*

1. All persons who have sustained an injury to their teeth or jaws as the result of an accident clearly attributable to the Service, and of such nature as to merit the award of a Hurt Note or Certificate, or have lost or broken their dentures by a casualty of the Service for which compensation can fairly be claimed under the King's Regulations and Admiralty Instructions, Article 1697 (1), or, in the case of civilian employees, Home Dockyard Regulations, Article 455, are eligible for the supply, etc., of such dental appliances as may be necessary to remedy the direct effects of such injury or loss. In such cases the supply will be effected at the public expense, provided the injury or loss and the circumstances in which it was sustained are reported to a responsible Naval authority at the time of its occurrence. A recommendation for the retention of their services is not required, but the application for the supply, etc., must be accompanied by a statement that a Hurt Certificate or its equivalent has been granted, or other corroborative evidence of the injury or loss, together with full particulars of the extent of the dental defects caused thereby.

In cases where it is desired to replace teeth lost as the result of disease, in addition to those lost as a result of the injury, the extent of the additional requirements should be clearly defined. The Admiralty will bear the cost of appliances necessary to remedy the defect caused by the injury, and the patient should be warned that he will be liable to pay the cost of the additional work involved.

Subject to the prior approval of the Admiralty, dentures supplied under foregoing conditions to replace natural teeth lost as the result of an injury, may be repaired (or renewed if irreparable) at the public expense, provided they have become unserviceable by fair wear and tear, or circumstances clearly beyond the man's control, *e.g.*, marked alveolar absorption or the subsequent eruption of natural teeth. Application for such repair (or renewal) should be accompanied by the certificate of a qualified dental surgeon (a Naval Dental Officer if one is available) to the effect that the denture has become unserviceable through fair wear and tear or causes entirely beyond the man's control. This does not, however, apply to the repair, etc., of dentures supplied to replace existing dentures privately obtained.

2. Active Service ratings who have not less than one year to serve and whose services it is desirable to retain are eligible to receive an *initial* supply of dentures at the public expense *if necessary to prevent their discharge as invalids*. The free supply will, however, be restricted to cases in which the man is clearly dentally unfit for the Service and a fit subject to be brought before a Medical Board of Survey for invaliding, and the provision of dentures is the only means of rendering him efficient for retention. The supply of dentures may be also effected at the public expense in cases where the extraction of the teeth has undoubtedly formed part of medical treatment which would otherwise be ineffective, and the supply is necessary to restore efficiency.

In the event of dentures supplied under these conditions becoming unserviceable through fair wear and tear, or through circumstances beyond the man's control, they may be remodelled (or replaced if remodelling would not be satisfactory) or repaired at the public expense, provided the Dental Officer is satisfied that such renewal is necessary to maintain the man's fitness to complete the normal period of his active service engagement. In such cases the work may be proceeded with by the Naval Dental Officer in anticipation of formal approval.



If, on examination of records, it is discovered that a rating has received a second issue of dentures at the public expense without divulging the fact that he has already received an initial supply, the facts are to be reported to the Medical Director-General and the rating may be required to refund the whole of the cost of the original or duplicate dentures, whichever is the greater.

3. Dentures which have not been supplied gratuitously to prevent invaliding, should not be repaired or remodelled at the public expense unless they have been broken as the result of an accident attributable to the Service.

4. Officers are not eligible for the supply, repair or replacement of dentures at the public expense except when necessitated by a casualty of the Service.

(B) *Application for the Supply, Repair, or Replacement of Dentures at the Public Expense.—Procedure.*

1. Form M.234—Dental Report—which can be obtained on demand from Royal Naval Hospital at Haslar, Plymouth, Chatham, Malta, Hong Kong, Bermuda, and Cape of Good Hope, and the Flagship on the East Indies Station, is to be used in connection with all applications, care being taken that all required information is accurately furnished.

Except as indicated herein, the supply, etc., is not to be effected at Crown expense until the appropriate certificates on the Form have been completed and the supply has been authorised by the Medical Director-General.

2. Applications for the supply, etc., of dentures at the public expense in the case of persons eligible under the foregoing regulations, will ordinarily be made by the Naval Dental Officer. In the case of dockyard employees, the application will be initiated by the Medical Officer in charge of the case. In other circumstances, if a Naval Dental Officer is not available, the application may be made by the nearest Naval Medical Officer, but the dental surgeon who will undertake the work, if approved, should be consulted, and the form made out in conjunction with him.

3. Application for the supply, etc., of dentures required to remedy the effects of an accident sustained on duty should, in the case of dockyard employees, be submitted to the Admiralty through the Admiral Superintendent (*vide* Home Dockyard Regulations, Article 455). The patient should be sent to the Naval Dental Officer, if one is employed in the vicinity, for examination, and the report should show the extent of the damage sustained and the estimated cost of the work necessary to remedy the defect, and of any additional work it may be desired to carry out at the patient's expense. If the whole of the work is to be undertaken at a Naval Dental Centre, the scale of charges in respect of appliance work will be four-fifths of the rates shown in Section V of this Order, but in other circumstances the full rate is to be charged.

4. If the patient is employed in the Naval Service and it is impracticable to obtain prior Admiralty sanction, *e.g.*, when serving abroad, the application should be referred through the usual Service channels to the Senior Naval Officer who may, on the recommendation of the Senior Medical Officer, authorise the repair (or renewal) at the public expense. If the person preferring the claim has been discharged from the Naval Service, and the jaw injury for which the original supply was effected was sustained prior or subsequent to the Great War, the application for necessary repair (or renewal) should be made to the Admiralty and prior approval obtained. When, owing to peculiar circumstances this procedure is not practicable, the Admiralty will be prepared to consider a claim for refund of reasonable cost of repair (or renewal) provided such claim is supported by the certificate of a qualified dental surgeon that the repair (or renewal) was necessitated by fair wear and tear or circumstances entirely beyond the patient's control. Such claims must be accompanied by the receipted account of the dental surgeon consulted (preferably a dental surgeon holding a contract for the treatment of Naval personnel), and the Admiralty will only consent to refund the reasonable expenses provided they are satisfied as to the circumstances.

5. On foreign stations the applications are to be referred through the usual Service channels to the Senior Naval Officer who may authorise the supply, repair or replacement at the public expense, provided the man is eligible under the foregoing conditions, and the supply, etc., is certified by the Senior Medical Officer as being necessary to prevent the man's discharge from the Station as an invalid and, in the case of repairs, etc., to existing dentures, it can be shown that the need for the repair, etc., is not consequent upon the man's carelessness or neglect.

6. Whenever the supply, repair or replacement of dentures has to be effected at the public expense, the fact is to be recorded on the Medical History Sheet of the man concerned. If the work has been undertaken by a Naval Dental Officer, he is to transmit the necessary information to the Medical Officer of the ship or establishment in which the man is serving, to enable the necessary notation to be made.

*(C) Arrangements for the Construction and Repair of Dentures and Dental Appliances at the Public Expense.*

*At Home.*

1. When dental appliance work is to be undertaken for ratings serving at Home Establishments or in H.M. ships in home waters, the patient should, when practicable, be dealt with by a Naval Dental Officer who will send the authority for the supply, together with the necessary models, etc., to the Dental Officer, R.N. Barracks, Chatham, where the constructional work will be undertaken under his direction. All models, etc., are to be securely packed to prevent damage in transit.

If the foregoing arrangements are impracticable, and it is necessary to send the patient to a civilian dental surgeon for the work to be effected, rates not exceeding those shown in the schedule appended hereto, are allowable. Local contracts with civilian dental surgeons should, whenever possible, include provision for the supply, etc., of artificial dentures.

Denture work (including repairs or remakes), or treatment with a view to the provision of dentures at the public expense, is not to be undertaken by civilian dental surgeons without the prior approval of the Medical Director-General of the Navy, and in no case is the construction of dentures to be commenced until alveolar absorption appears complete, unless the facts have been fully reported and special authority obtained.

*Abroad.*

3. Arrangements exist at Malta for the construction and repair, etc., of dentures required for ratings serving in the Mediterranean. If the supply, etc., has been approved in accordance with the foregoing conditions, the Dental Officer treating the case should send the authority for the supply (Form M.234), and the necessary models, etc., to the Dental Officer, Royal Naval Hospital, Malta.

4. Where there is no Naval Dental Officer available, or it is impracticable for the construction or repair of dentures to be undertaken at a Naval Dental Laboratory, arrangements for dental treatment and/or dental appliance work should be made locally with qualified civilian dental surgeons on the most economical terms, unless there is an Army or Air Force Dental Officer in the vicinity who can undertake the work.

5. In making arrangements for dental treatment or denture supply to be undertaken by civilian dental surgeons abroad, Senior Naval Officers are to use the scale of charges allowable at home as a general guide, and by comparing the relative purchasing value of the pound sterling at the place where the work is to be carried out, should thereby be able to arrive at a comparative estimate of the sum to be allowed.

6. Local contracts should be made where necessary, the particulars of such contracts, including professional qualifications held by the contractor, being reported to the Director of Navy Accounts.

## SECTION III.—ARRANGEMENTS FOR THE SUPPLY, REPAIR OR REPLACEMENT OF DENTURES TO ACTIVE SERVICE RATINGS ON REPAYMENT OF COST.

1. Where the Dental Officer (or Medical Officer, if a Dental Officer is not available) considers the provision of dentures is desirable or is necessary to restore dental efficiency and render an Active Service rating fit for General Service, or the repair or renewal of existing dentures is considered necessary during a man's period of Active Service, and the rating is not eligible under the foregoing conditions for the work to be undertaken at the public expense, the supply, etc., may be effected through the usual Service channels upon repayment of the cost involved, provided the retention of the man's services is desired. In such cases medical examination may be dispensed with, and in cases where the immediate repayment of the cost would cause hardship, the Commanding Officer may sanction recovery of the amount, or any unpaid balance, by instalments spread over a period not exceeding six months, provided that the instalments shall in no case be less than 2s. 6d. per week. The full amount to be repaid should be charged in one sum on the ledger, and recovery effected by abatements from fortnightly or monthly advances.

Similar facilities may be accorded to ratings who desire to re-engage on completion of their first period to render them dentally fit for re-engagement, or for enrolment in the Royal Fleet Reserve, provided the man is in all respects fit and suitable for re-engagement or enrolment, and the work can be completed before the termination of his period of Active Service. Payment, however, must have been completed before the period of Active Service expires.

Ratings who have obtained dentures on repayment of the cost during their service will not thereby be rendered ineligible for an initial supply at the public expense at a future date under the conditions shown in Section II (A) of this Order.

2. Applications for the supply, etc., on repayment of the cost must be voluntary and should be made ordinarily through the Naval Dental Officer. The attention of all ratings in need of dentures to restore dental efficiency should be drawn to the facilities for obtaining them at special rates at Naval Dental Centres at home and on the Mediterranean Station.

3. The application (Form M.234) is to be submitted to the Commanding Officer of the ship or establishment in which the man is serving, who may approve the supply on repayment of the cost, provided the retention of the man's services is desired and the proposed terms of repayment are regarded as reasonable.

4. Provided that all of the work in connection with the supply and fitting of vulcanite dentures supplied to ratings under this scheme has been undertaken by Naval Dental Officers and civilian dental mechanics employed for duty in Naval establishments, the cost to be recovered from the rating will be *four-fifths* of the rates allowed to civilian dental surgeons for similar work (see Section V of this Order), but in the event of it being necessary to use precious metals other than for clasps, in the construction of the denture, the man should be informed that the additional cost involved will be charged against him.

5. Should the services of a civilian practitioner be employed in connection with the supply, fitting or adjustment of dentures issued to ratings under this scheme, any sums paid by the Naval authorities in connection therewith will be recoverable from the man.

The supply of new dentures will not ordinarily be effected through Army and Air Force Dental Centres, except when necessary to prevent invaliding, and under the conditions shown in Section II (A) of this Order.

6. When the remake or repair of a denture supplied under this scheme is certified by a Naval Dental Officer to be necessary within a period of six months of the date of the original supply, and the need for it is due to causes clearly beyond the man's control, *e.g.*, undue strain while being worn, the circumstances should be reported to the Medical Director-General of the Navy, with a view to the defect being remedied at the public expense.

7. When the supply is to be effected by a Naval Dental Officer, and the construction or repair is to be undertaken at a Naval Dental Laboratory (*i.e.*, at R.N. Barracks, Chatham, or R.N. Hospital, Malta), the authority for the supply is to be forwarded with the necessary models, etc., to the Dental Officer in charge of the laboratory. The authority will be returned with the completed work, and the Dental Officer who fits the denture will, after satisfying himself that it is satisfactory in all respects, obtain the man's receipt on the form. The Commanding Officer of the ship or establishment in which the man is serving is to be informed immediately the supply has been effected, and the exact amount to be recovered from the man is to be stated. The financial arrangements originally approved are to be stated in order that the necessary recovery may be effected on the ship's ledger.

8. Medical and Dental Officers making applications for the provision, etc., of dentures under this scheme are to furnish a report to the Medical Director-General on the first day of each month, giving full particulars of all patients for whom the supply, etc., on repayment has been approved during the preceding month and the approximate cost of the supply in each instance. The names should be arranged in alphabetical order.

9. All financial transactions in connection with the provision or repair of dentures under this scheme are to be shown in the ships' ledgers, or, in the case of recoveries from civilian employees under Section II (A) (i) of this Order, in the Cash Account of the establishment, and recoveries are to be credited to Vote 3L; the authority for the charge being indicated by quoting the number of this Admiralty Fleet Order.

#### SECTION IV.—CLAIMS FOR CIVILIAN DENTAL SURGEONS.—METHOD OF PAYMENT.

1. Claims for payment to civilian dental surgeons in respect of advice or treatment undertaken at the expense of Naval funds are to be rendered on Form S.31, which can be obtained on demand. A separate copy of the form is to be used for each patient (*see* Section I, paragraph 9 (iv)).

2. The dental surgeon should retain the form so long as the patient is under his care, and should insert, in the appropriate sections of the form, the dates of attendance, brief details of the treatment given, and the fees claimed. The position and extent of all operations performed and charged for in the account should also be shown on the "chart." On completion, the form should be forwarded to the Commanding Officer of the ship or establishment in which the patient is serving.

3. When denture work has been undertaken, Form M.234, showing the authority for the supply, etc., to be effected at the public expense, or on repayment of cost, is to accompany the Form S.31, and if anæsthetics have been administered by a civilian anæsthetist, his receipted account should be attached to the claim. When denture work has been undertaken on repayment of the cost, the arrangements made for the recovery of the actual cost of the appliance work are to be indicated.

4. If the Senior Medical Officer is satisfied that the conditions regarding treatment are fulfilled, he should complete the appropriate certificates on the forms, and providing the charges are in accordance with this Order, and within the prescribed limits, Commanding Officers may authorise payment direct to the dental surgeon. Any claims, however, which are not strictly in accordance with this Order are to be referred to the Admiralty for approval prior to payment.

5. The dental surgeon's receipt and any certificates furnished in connection with treatment requiring special authority (*e.g.*, Form M.234, authorising the supply, etc., of dentures, special authority for radiographic examination, etc.), are to be attached to the Form S.31, which should be forwarded intact to the Admiralty as a voucher to the Paymaster's Cash Account. The lower portion of Form S.31, showing details of treatment, etc., will be detached at the Admiralty and despatched to the appropriate filing centre after scrutiny of the account.

## SECTION V.—SCHEDULE OF FEES.

The following is the maximum scale of fees that will be allowed to civilian dental surgeons at home:—

1. Scaling and treatment of the gums, per individual ... ..	7s. 6d., but not chargeable in respect of a jaw in which a denture of eight or more teeth is supplied.
2. Fillings, per filling ... ..	7s. 6d., with a maximum charge of 12s. 6d. for any one tooth.
3. Root treatment, per tooth ... ..	7s. 6d., with a maximum charge of 17s. 6d. for fillings and root treat- ment in any one tooth.
4. (a) Extractions per tooth with local anæsthetic ... ..	2s. 6d.
Maximum for upper or lower	12s. 6d.
Maximum for upper and lower	£1 2s. 6d.
(b) Extractions with general anæsthetics ... ..	Extraction fee 2s. 6d. each tooth; maxima as for local. Simple administration fee per case— upper or lower 7s. 6d.; upper and lower 10s. Prolonged anæsthesia (12 or more teeth at one operation)—extractions £1 2s. 6d.; anæsthetist's fee £1 1s. 0d.
5. Examination and report (Forms S.31 and M.234):—	£ s. d.
Payable only when the patient does not return for treatment	0 2 6
6. New dentures:—	
1 tooth... ..	1 1 0
2 teeth... ..	1 1 0
3 „ ... ..	1 6 0
4 „ ... ..	1 11 0
5 „ ... ..	1 16 0
6 „ ... ..	2 1 0
7 „ ... ..	2 6 0
8 „ ... ..	2 11 0
9 „ ... ..	2 15 0
10 „ and over ... ..	2 15 0
Maximum fee for upper or lower	2 15 0
Maximum fee for upper and lower	5 10 0
7. Re-making dentures:—	
1 tooth... ..	0 14 0
2 teeth... ..	0 14 0
3 „ ... ..	0 17 4
4 „ ... ..	1 0 8
5 „ ... ..	1 4 0
6 „ ... ..	1 7 4
7 „ ... ..	1 10 8
8 „ ... ..	1 14 0
9 „ ... ..	1 16 8
10 „ and more ... ..	1 16 8
Maximum (including any necessary additions at 5s. per tooth) per denture ... ..	2 0 0

8. Repairs ... .. 7s. 6d. for the first, 5s. for each subsequent item, on a denture as stated below, with a maximum for each denture of 12s. 6d. in respect of Items 1, 2 and 4, and of £1 in respect of all items.
- (1) Cracks, fissures, or fractures of dentures.
  - (2) The replacing of a loosened tooth, or loosened band or wire.
  - (3) The adding of one new tooth or one band or one wire.
  - (4) An extension of the plate, even when that extension embraces part of a natural tooth.

#### CONDITIONS.

##### 1.—*Conditions with respect to Items of the Scale of Fees.*

The amount payable in respect of dental treatment (including anæsthetist's fee and necessary appliance work) for any single patient will not exceed £8, even if the detailed charges at the foregoing rates exceed this amount, unless the circumstances are exceptional and the estimated expenditure has received the prior sanction of the Medical Director-General of the Navy.

##### *Item 1.—Scaling and Treatment of the Gums.*

The Scale fee covers the removal of calculus and other deposits from the teeth, and the provision of necessary treatment for all ordinary or simple disorders of the gums, even though more than one visit by the patient for treatment may be required. Special estimates for treatment of the gums are not to be submitted unless the conditions are very exceptional.

Any scaling and treatment of the gums which is necessary in a jaw in which a denture of eight or more teeth is supplied, is to be carried out without charge.

##### *Item 2.—Fillings.*

Fillings to which this fee applies must be permanent in character.

The fee of 7s. 6d. is payable when only one filling is necessary to restore the tooth to a sound condition.

The maximum fee of 12s. 6d. is to include all the fillings in any given tooth which are necessary to restore the tooth to a sound condition.

##### *Item 3.—Root Treatment.*

Root treatment includes the filling of each root of the tooth, but does not include the insertion of any filling in the tooth itself.

Root treatment means either of the following:—

- (1) The devitalisation of the pulp of a tooth, and the subsequent removal of the pulp, followed by the necessary treatment and filling of each root of the tooth.
- (2) The treatment of septic root canals, and the subsequent filling of each root canal,

and does not include any dressing or treatment of the pulp of a conservative nature.

##### *Item 4.—(a) Extractions.*

The maximum fee for extractions from the upper or lower jaw applies although extractions from both jaws may be involved. The maximum fee of £1 2s. 6d. for extractions from both jaws comes into operation only when not less than five teeth are extracted in one jaw and not less than four in the other jaw.

Local anæsthetic should be used in all cases unless definitely contra-indicated.

*Item 4.—(b) Extractions with General Anæsthetics.*

For the administration of anæsthetics, the Medical Officer of the ship or establishment to which the patient belongs, should attend. In the event of a Naval Medical Officer not being available, a civilian medical practitioner, or skilled dental anæsthetist may be called in. The written consent of the patient, or the patient's parent or guardian, is to be obtained in these cases. (King's Regulations and Admiralty Instructions, Art. 1441.)

Except in cases of emergency, the administration of prolonged anæsthesia other than nitrous oxide gas should receive prior approval of the Medical Director-General of the Navy. In all cases where this is not possible, the circumstances are to be reported.

The civilian anæsthetist's account for the administration of dental anæsthetics should accompany the dental surgeon's account, the name and rank or rating of the patient to whom the anæsthetic was administered, and the nature of the anæsthetic being indicated.

If a Naval Medical Officer administers the anæsthetic, the civilian dental surgeon may be paid an additional allowance of 5s. if the nitrous oxide and the gas apparatus used are provided by him.

*Item 6.—Dentures.*

The charge for a denture is to be based on the number of teeth actually and necessarily supplied on the denture.

No charge is to be made for placing a third molar (wisdom tooth) on any denture or re-make.

All necessary bands, wires and fastenings are to be supplied without extra charge.

All necessary adjustments or alterations of dentures (except breakages) within twelve months after completion are to be made without additional charge by the Dental Surgeon effecting the supply.

## SPECIFICATION OF MATERIALS.

1. All filling materials shall be of first grade quality and suitable for each individual cavity. Oxyphosphate cements and gutta percha shall not be regarded as permanent filling materials except in special circumstances.

2. In vulcanite work where pin teeth are used, all pins shall be of platinum or nickel, cased with gold or other precious metal, or nickel alloy cased with gold or other precious metal. Pins sheathed with gold or platinum anchored within the porcelain are within this specification. The teeth shall be of first grade quality.

3. Diatorics are not to be used for the six upper anterior teeth. They may be used for the lower six anterior teeth only when artificial gum is necessary.

4. Metal strengtheners shall be compatible with vulcanite and not liable to corrode in the mouth.

5. All rubbers used in vulcanite dentures shall be of first grade quality. Plastic base materials other than vulcanite are not to be used.

6. Bands, wires and fastenings shall be of 16 carat gold. Bands shall not be less than No. 7 gauge in thickness.

Stainless steel may be used for strengtheners, bars for lower dentures, bolts, swivels and spiral springs (where necessary), and the cusps of posterior teeth in close bites.

*Note.*—Pending a reprint of Forms S.31 and S.31A, the attention of civilian dental surgeons undertaking dental treatment at the expense of Naval funds should be drawn to the revised Scale of Fees.

### 351.—Officers of Dominion Navies and R.I.M.—Courses— REPORT

(C.W. 11285/31.—12.2.1932.)

In normal circumstances no courses of instruction are to be arranged locally for officers of Dominion Navies without the prior approval of the Admiralty. If a short course is obviously necessary in connection with an impending appointment, and time does not permit of prior reference to the Admiralty, local arrangements for the course may be made, but the fact is to be reported to the Admiralty immediately.

2. No courses of any description are, however, to be arranged for officers of the Royal Indian Marine without specific instructions from the Admiralty.

3. Local arrangements may be made for officers of Dominion Navies to undergo *portions* of the "Command of Destroyer" course when this is desirable as a measure of convenience and to enable officers to employ their time usefully. Particulars of such instruction should not be included in the Quarterly Return of Courses.

4. Dominion officers are not to undergo the full Command of Destroyer course without prior Admiralty approval, and details of these courses are to be included in the Return.

### \*1003.—Warrant Officers (Married and Widower) whose Promotion entailed Pecuniary Loss—Special Rates of Pay

(C.W./N.P. (I) 536/32.—29.4.1932.)

#### PART I.

##### *Newly Promoted Officers.*

Any warrant officer who, immediately before promotion, was in receipt of the benefit of marriage allowance either—

(i) as a married man, or

(ii) as a widower, with children eligible for an allowance,

and can show that his total emoluments (calculated in the manner prescribed in paragraph 3 below) as a rating on the day preceding his promotion, together with warrant officer's messing contribution of 1s. a day, exceeded his emoluments as a warrant officer, is to be paid at a special rate of pay determined in the manner prescribed in paragraph 4 below, not exceeding the maximum applicable to his rank on the warrant officer's scale from time to time current.

2. Warrant officers who, on promotion, are either unmarried or widowers without children, eligible for an allowance, are ineligible for the special rates of pay authorised by this Order.

3. The daily emoluments as a rating, on which the comparison between emoluments as a rating and as an officer is to be made for the purpose of this Order, are to be determined as follows:—

(a) *Substantive Pay*.—Calculated on rating and seniority on the day preceding that of promotion to warrant rank.

(b) *Non-substantive Pay*.—As payable on the day preceding that of promotion to warrant rank.

(c) *Badge Pay*.—Calculated on badges held on day preceding that of promotion to warrant rank.

(d) *Kit Upkeep Allowance*.—Calculated on a daily basis at the rate (if any) actually payable to the rating on the day preceding that of promotion to warrant rank.

(e) *Marriage Allowance*.—Calculated at the rate actually in course of payment on the day preceding the date of promotion.

The allowance is in all cases to be calculated in respect of the wife and children, if any, eligible by age, living on the day preceding the date of promotion, and no allowance under this heading is to be included in the comparison of emoluments as officer and as rating in the case of any officer who was not married or a widower with a child or children (eligible by age) before his promotion.



- (f) *Allowances to be excluded.*—Allowances which are not paid continuously for qualifications, but intended as compensation for special duties, risks and circumstances, *e.g.*, hard lying money, submarine pay, lodging allowance, provision allowance, etc., are to be excluded from the comparison of daily total rates of pay, both as rating and as officer.

4. *Regulations respecting Special Rates of Pay as Warrant Officer.*

- (a) The special rate of pay is in no case to exceed the maximum rate to which the officer would, in due course, become entitled as a warrant officer on the scale from time to time current. Subject to this maximum limit it is to be calculated at such sum as will make up a daily sum equal to the daily emoluments (calculated in the manner prescribed in paragraph 3 above) of the officer before his promotion (or when such daily sum is not a multiple of 2*d.*, a sum equal to the next multiple of 2*d.* above), plus 1*s.* for messing contribution.

- (b) Allowances which depend upon the performance of special duties, *e.g.* :—

In lieu of a specialist;  
Director Officer;  
Command money;  
Navigating allowance;  
Machinery allowance;  
Senior Engineer's allowance;  
Store allowance;

may be paid concurrently with the special rate and will, therefore, not be included in the comparison of the emoluments as officer and as rating for the purpose of this Order.

- (c) Allowances in respect of qualifications which are payable continuously with ordinary rates of full pay (*e.g.*, specialist allowance in respect of qualification in advanced gunnery) are not to be paid concurrently with the special rate.

An officer in receipt of a special rate under this Order who may hereafter qualify for such an allowance will be allowed to transfer to the normal rate of full pay according to rank and seniority, plus allowance for qualifications, if such transfer is to his advantage. Similarly, an officer already in receipt of specialist allowance in respect of qualification in advanced gunnery may transfer to a special rate of pay (without specialist allowance in respect of qualification in advanced gunnery) if, and for so long as, it is to his advantage to do so.

- (d) An officer in receipt of a special rate of pay shall not receive any increment of pay until such time as under ordinary regulations he may become eligible by length of service as warrant officer for a higher rate on the normal scale.
- (e) It is to be distinctly understood that, when an officer's special rate of pay has been determined in accordance with this Order it will in no case be varied on account of any change in his family or on account of any change that may be introduced thereafter in the emoluments of ratings.

5. Officers who consider that they are entitled to a re-adjustment of their rate of full pay as a result of these rules are to make application in the form prescribed below. No special rate is to be credited to any officer until the rate to be paid has been notified by the Director of Navy Accounts.

6. In cases of recent promotion, where the ledgers showing emoluments on the day preceding promotion are not already at the Admiralty, the Accountant Officer is to certify on the application form the correctness of the claim as regards pay, etc., as a rating.

APPLICATION FOR PAYMENT OF SPECIAL RATE OF PAY  
UNDER A.F.O. 1003/32.

Name of officer.....	Before promotion—
Rank .....	Rating .....
Seniority .....	Official No. ....

I hereby claim to be entitled to a special rate of pay under A.F.O. 1003/32, in accordance with appended statement.

Signature .....  
Rank .....  
Date .....

COMPARISON OF DAILY PAY AND ALLOWANCES.

As a Rating.	As a Warrant Officer on the Date of Promotion.
s. d.	s. d.
(a) Full pay of rating on day preceding pro- motion ... ..	Full pay of rank and
(b) Non-substantive pay ... ..	specialist al- lowance in
(c) Badge pay ... ..	respect of
(d) Kit upkeep allowance (at the rate (if any) in force on day preceding promotion) ...	qualification in advanced
(e) Marriage allowance for wife and children living on the day preceding promotion (calculated at the rate actually in course of payment on the day preceding the date of promotion) ... ..	gunnery.
(f) Messing contribution as Warrant Officer ...	
Total ...	Total ...

Special rate of pay claimed.....

ACCOUNTANT OFFICER'S CERTIFICATE.

*Strike out if inapplicable.* { The ledger showing the latest rates of pay as regards  
(a), (b), (c) and (d) has not yet been forwarded into office.  
The rates as shown above are correct, and I have examined  
the claim, which is, to the best of my knowledge, made in  
accordance with A.F.O. 1003/32.

*Strike out if inapplicable.* { The pay and allowances as a rating cannot be checked in  
this ship. I have examined the claim, which is, to the best  
of my knowledge, made out in accordance with A.F.O.  
1003/32.

H.M.S. " " Accountant Officer.  
Forwarded Commanding Officer.  
The Director of Navy Accounts.

PART II.

*Officers who, on promotion, receive special rates of pay under Part I, who advance above those rates on the normal scale, but whose pay on that scale may subsequently be reduced below the special rate.*

An officer who has been in receipt of a special rate of pay under the foregoing regulations, but has qualified by length of service for a higher rate of pay on the normal scale applicable to his rank shall be allowed, subject to the maximum prescribed in Part I, paragraph 1, to revert to the special rate of pay previously granted if his current rate of pay on the normal scale become less than such special rate.

2. Any officer who considers that he is entitled to a readjustment of his full pay under this rule may make application through his Commanding Officer to the Director of Navy Accounts for his pay to be re-assessed.

3. No special rate is to be credited to any officer until the rate to be paid has been notified by the Director of Navy Accounts.

### PART III.

*Officers not entitled on promotion to a special rate of pay under Part I, but whose pay on the normal scale is subsequently reduced.*

Where the full pay of an officer, although at the date of his promotion at least 1s. in excess of his daily emoluments as a rating, may cease to be so as the result of a general reduction in his scale of pay, he may submit an application, in the form prescribed in Part I, to be paid at a special rate of pay determined in the manner provided for in Part I, paragraph (3), except that as regards (e) of that paragraph marriage allowance shall be calculated at the rates in force at the date of such reduction, but with reference to the officer's condition as regards wife and children on the day preceding that of his promotion to Warrant rank.

### 1231.—*Issued Confidentially.*

### 1240.—Allowances for Accommodation and Victualling Payable to Ratings serving on Shore Abroad—REPORT

(N./N.P. (I) 1915/32.—27.5.1932.)

The following arrangements with regard to the payment of provision and lodging allowances apply to all ratings serving in shore billets on foreign stations at places where service victualling, or service accommodation, or both, are not available, and the ordinary rates of provision and lodging allowances are inadequate.

#### I. RATINGS PROVIDED WITH SERVICE ACCOMMODATION, BUT NOT SERVICE VICTUALLING.

2. If the Commander-in-Chief on the station is satisfied that the ordinary rate of provision allowance is insufficient to cover the cost of providing the men with the normal Service standard of messing, he is to submit for Admiralty approval proposals for payment of special rates of provision allowance based on the actual cost of providing this standard of messing (so far as this is practicable) at the particular places at which the men are stationed. Details of the current local retail prices of foodstuffs, including all articles comprised in the standard ration and the more important of other items, *e.g.*, bacon, cheese, fresh and dried fish, liver, sausages, butter and margarine (if obtainable) and details of any factors bearing on the cost to the men of arranging their own messing, are to accompany the proposals.

3. Commanders-in-Chief are authorised to adjust, when necessary, the special rates approved, subject to a full report of the action taken being submitted immediately to the Admiralty for covering approval. The rates of allowances should not be altered to meet trivial changes in prices.

4. The allowances should, in any case, be reviewed annually, and reports, giving selected particulars of local prices as in paragraph 2, furnished to the Admiralty showing whether any material change in prices has taken place since approval was given for the allowances in course of payment.

#### II. RATINGS WHO CANNOT BE PROVIDED WITH SERVICE ACCOMMODATION, BUT FOR WHOM SERVICE VICTUALLING IS AVAILABLE.

5. If the Commander-in-Chief is satisfied that suitable accommodation cannot be obtained by ratings at a cost within the amount of the ordinary lodging allowance payable, he is to authorise such accommodation to be provided (preferably at sailors' homes or similar institutions) on the most economical terms possible, and to be paid for direct from Naval funds.

6. Any reasonable travelling expenses necessarily incurred by ratings in proceeding between the place where their accommodation has been arranged and their place of duty may be refunded, but the necessity for such travelling should be avoided whenever possible by the selection of accommodation in the vicinity of the place of duty.

7. All payments in respect of accommodation should be made by the local Naval accountant officer, and receipts from the person from whom the accommodation is rented should be attached in support of the cash account voucher showing the payments of rent.

### III. RATINGS WHO CANNOT BE PROVIDED WITH EITHER SERVICE ACCOMMODATION OR SERVICE VICTUALLING.

8. If the Commander-in-Chief is satisfied that suitable accommodation and food cannot be obtained by ratings at a cost within the amount of the lodging and provision allowances payable to them (taking into account the special rate of provision allowance, if any, authorised under Section I of this Order) he is to arrange for accommodation and food to be provided for the men under conditions similar to those detailed in Section II above.

9. Whenever arrangements have been made for ratings to be provided with accommodation or accommodation and food, as a direct charge to Naval funds, the Senior Naval Officer is to inform the Accountant Officer on whose books the men are borne for pay, in order that relative compensatory allowances in course of issue may be withdrawn.

10. The action taken under paragraphs 5-9 of this Order should be reported to the Admiralty by Commanders-in-Chief for covering approval, the reports to contain the following particulars:—

- (i) The nature and cost of any accommodation and food provided for ratings. The statement of cost should include details of the numbers of ratings concerned, and of the amounts to be refunded in respect of travelling expenses between lodgings and place of duty.
- (ii) The date from which the revised arrangements have been brought into effect.

### **\*1381.—Customs Duties**

(N.L. 847/32.—10.6.1932.)

By recent legislation extensive changes have been effected in, and additions made to, the list of Customs duties levied on goods brought from abroad.

2. All pre-existing duties (referred to in King's Regulations and Admiralty Instructions, Article 913) continue in force, with some variation in rates, and, in addition, Customs duties are imposed on practically all goods imported from abroad (with the exception of certain raw materials) which have hitherto been exempted from duty.

3. The principal articles subject to such duties are as follows:—

Tobacco, Cigars, Cigarettes, Spirits, Liqueurs, Wine.  
 Silk and Artificial Silk in all forms.  
 Wearing Apparel, including Hats, Gloves, and Shoes.  
 Linen and Cotton Articles, including Household Linen and Handkerchiefs.  
 Toilet Requisites and preparations of all kinds, including Scent, Soap, Toilet Waters, Powder, etc.  
 Furniture, Cutlery, China and Glass Articles, Household Goods.  
 Clocks and Watches. Jewellery.  
 Cameras. Field and Opera Glasses. Wireless Sets and Valves. Cinematograph Films.  
 Motor Cars, Motor Cycles, and parts thereof.  
 Musical Instruments. Gramophones and Gramophone Records. Typewriters.  
 Saccharin, Sugar, Tea, Coffee, Chocolate, Dried, Preserved and Candied Fruits, including Currants, Raisins, Prunes, etc.  
 Ginger, Confectionery of all sorts.  
 Firearms, Ammunition, Explosives.  
 Stationery. Playing Cards.  
 Pipes. Cigarette Holders.  
 Athletic Appliances.

4. The importation of the following articles is entirely prohibited :—

**Tobacco Stalks.**

**Extracts of Chicory, Coffee and Tobacco.**

**Imitation Coins.**

**Copyright Works Printed Abroad.**

**Dangerous Drugs, including Opium, Cocaine, Morphine, Heroin and Hashish.**

**Plumage.**

**Parrots and similar birds.**

Attention is called to King's Regulations and Admiralty Instructions, Article 920c, which contains instructions with regard to the landing of ships' pets, animals (including cats and dogs), from abroad.

5. All goods acquired abroad, however small the quantity may be, even if they have been worn or used, together with Service tobacco, groceries, dutiable mess and canteen stores must be declared by the owner or person responsible, on the proper form (S.569 or S.569a) and produced to the Customs Officer on demand.

**It is desired strongly to emphasise that the failure to declare all dutiable articles whether intended to be landed or retained on board for personal use, constitutes a smuggling offence.**

In view of the comprehensive character of the Customs tariff, particular care should be taken to see that an account of all packages brought home in H.M. ships is prepared on Form S.216 and handed to the Customs Officer, who first visits the ship on arrival (*see* King's Regulations and Admiralty Instructions, Articles 917 and 918).

6. In practice, persons may be allowed to retain small quantities of dutiable goods without payment of the duty, provided that the goods are duly declared to the Customs Officer. Questions with regard to the extent to which duties will be claimed in respect of articles which are not new, or articles hitherto exempt from duty, which are certified by the owner to have been purchased before the introduction of the tariff, and similar questions, cannot be made the subject of definite rules and should be settled in each case by application to the local Customs authorities.

7. The present rates of duty are liable to variation from time to time, and in future alterations may be made at short notice. Detailed particulars as to the extent and rate of duties levied should be obtained from the nearest Customs authority when required. The list shown in paragraph 3 above, of dutiable articles, is not intended to be exhaustive and merely indicates, with special reference to H.M. ships, the principal commodities upon which duties have been imposed.

8. Officers and men are to bear in mind that the concessions allowed to H.M. Navy are considerable, and that attempts to evade the regulations may not only expose the actual offender to serious penalties, both under the Customs and Naval Regulations, but also endanger the continuance of the concessions generally.

### **1489.—Admirals Superintendent of Home Dockyards— Supernumerary to List of Rear-Admirals**

(C.W. 5601/32.—24.6.1932.)

In order to avoid fluctuations in the number of appointments available to Rear-Admirals on the Active List, it has been decided that any Rear-Admirals employed as Admirals Superintendent at the home dockyards shall be regarded as supernumerary to the list of Rear-Admirals. The establishment of Rear-Admirals on the Active List, which is at present 37, will accordingly be reduced to 34.

### **1543.—Eyesight Tests for Gunnery Ratings—Revision of Standards**

(N. 4534/31.—1.7.1932.)

It has been approved that in the event of an officer or rating failing in the requalifying eyesight test, no immediate action as to relinquishing duty or pay will be required provided:—

- (i) The Commanding Officer is satisfied that his proficiency is unimpaired, and
- (ii) In the case of seamen, the visual acuity reaches the standard laid down for seaman ratings in A.F.O. 122/32.

2. The Commodore of the Dépôt and the Captain of the Gunnery School are, however, to be notified of the decision, and an officer or rating so retained will be appointed or drafted to the Gunnery School on leaving the ship, and his non-substantive proficiency re-assessed by the Captains of the Gunnery Schools as follows:—

(a) *Director Officers or Director Layers.*

On the results of test firings arranged by Captain of “Excellent” in conjunction with the Sub-Lieutenants’ firings.

(b) *Rangetakers.*

By the practical rangetaking test described on page 140 of the Gunnery Training Manual.

(c) *Gunlayers.*

On the results obtained in the Gunlayer’s requalifying firings; but G.L. II’s above the rate of A.B. may be given the option of taking the qualifying course for Captain of Gun, 2nd Class, in lieu.

Should, however, in the opinion of the Commanding Officer of the ship in which he is serving, the officer or rating be not considered proficient in his non-substantive duty at the time failure to pass the requalifying eyesight test is recorded, or alternatively should he fail in the re-assessment tests prescribed above, the officer or rating is to relinquish the non-substantive qualification and pay forthwith.

#### EYESIGHT TESTS.

3. The following revised particulars concerning the eyesight standards for gunnery ratings are to be substituted for those on page 6 of the Gunnery Training Manual:—

4. *Rangetaker.*

*Initial Test.*

*Period.*—Before being accepted for Act R.T. III.

*Initial Test.*—Both eyes to be healthy, and vision 6/6 in each eye tested separately by Snellen’s type. Normal field of vision, normal colour vision, no asthenopia. The limits of permissible hypermetropia (under homatropine) are: Hypermetropia 2·0 dioptries. Simple hypermetropic astigmatism 0·75 dioptre. Compound hypermetropic astigmatism 2·0 dioptries in the meridian of greater error; of this amount not more than 0·75 dioptre may be due to astigmatism. Myopic astigmatism (simple or compound) is not to exceed 0·75 dioptre. In each case, the interocular distance is to be measured and recorded in the Gunnery History Sheet.

*Requalifying Test.*

*Period.*—Every 2½ years.

Before being accepted for higher rating.

Before being drafted to foreign service.

Both eyes to be healthy and vision not less than 6/12 in each eye tested separately by Snellen’s type. Astigmatism not to exceed 1·0 dioptre. No asthenopia with or without correcting lenses. Men who are in their second period of service and whose proficiency is certified by the Commanding Officer to be unimpaired, may be employed so long as their vision does not fall below the minimum standard required of seamen completing their second period of service.

5. *Gunlayer*.....G.L. II.

*Director Layer*.....D.L. II or  
D.L. I.

*Officers performing Director Duties.*

*Initial Test.*—Both eyes to be healthy and vision 6/9 in each eye, tested separately by Snellen’s type. Normal fields of vision, normal colour vision, no asthenopia with or without correcting lenses. The limits of permissible

hypermetropia are: Hypermetropic 2.50 dioptres. Simple hypermetropic astigmatism 1.0 dioptre. Compound hypermetropic astigmatism 2.50 dioptres in the meridian of greater error; of this amount not more than 1.0 dioptre may be due to astigmatism. The interocular distance is to be measured and recorded in the Gunnery History Sheet.

*Requalifying Test and Period.* As for Rangetaker.

6.

*R.T. (Stereoscopic).*

The entry "Suitable for trial as R.T. (Stereoscopic)" is to be made in the remarks column of the Gunnery History Sheet of the successful candidates for R.T. who reach the following standard: Astigmatism, if present, not to exceed 0.5 dioptre. Muscle balance esophoria or exophoria not to exceed 2 degrees (prism): no hyperphoria. Interocular distance to be 62 m.m. at least. Binocular vision to be good.

The entry "Suitable for trial as R.T. (Stereoscopic)" is for guidance only and the final selection is to depend on the proficiency shown in practical tests of not less than half an hour.

The selection, following practical tests, of ratings who fail to reach the special visual standard, is not precluded.

R.T's. (Stereoscopic) may continue to be employed as such so long as their proficiency is maintained and their vision does not fall below the standards required of seamen personnel. A nominal list giving the following particulars regarding each rating selected for R.T. (Stereoscopic) during the preceding six months, is to be forwarded to the Admiralty on 30th June and 31st December:—

1. Assessment of proficiency as R.T. (Stereoscopic).
2. Vision in each eye tested separately by Snellen's tests, *i.e.*, 6/6, 6/5 or 6/4.
3. Error of refraction.
4. Error of muscle balance.
5. Interocular distance.
6. Any remarks with a view to perfecting the method of selecting R.T's. (Stereoscopic).
7. It should be noted that under the new standards, any man whose visual acuity is less than that required on requalifying will also be unfit for service as a seaman rating (A.F.O. 122/32).
8. O.U. 5362/31 will be amended.

(A.F.O. 122/32.)

(O.U. 5362/31.)

### **\*1670.—Appointments of Officers—Duration**

(C.W. 4174/32.—15.7.1932.)

The period of service in individual appointments will be at the discretion of the Admiralty.

As a general rule, however, the appointments of officers below the rank of Captain will be approximately for the following periods:—

- (i) In sea-going ships in the Home Fleet and abroad—for the period of the commission.
- (ii) In other ships and establishments at home, 2 years.
- (iii) In establishments abroad, 2 to 2½ years.

In the undermentioned Home appointments an extension of one year may be considered, provided satisfactory evidence is produced that—

- (a) The extension is necessary in the interests of the Service; or
- (b) Personal hardship would be caused by relief at 2 years. Such extensions will be confined to:—

I.—Commanders and Lieutenant-Commanders serving as King's Harbour Masters (not Assistants), in charge of Detention Quarters, as Superintendents or Assistant Superintendents in the Hydrographic or Compass Departments.

II.—Warrant Officers and Officers promoted from Warrant rank serving in Dockyard appointments.

Applications for extension of appointment, especially as regards Warrant Officers and Officers promoted from that rank serving in Dockyard appointments, are only to be forwarded in exceptional circumstances when the Commander-in-Chief is satisfied, after consideration of the full details required under (a) or (b) above, that the application is necessary. It is not expected that applications coming under (a) should emanate from the individual concerned.

2. *Engineer Officers*.—The appointments of Engineer Officers will normally be for the following periods :—

(a) In sea-going ships at home, 2 years.

(b) In ships abroad,  $2\frac{1}{2}$  years.

(In each case irrespective of the date of commissioning).

(c) In establishments at Home and abroad—for 2 or 3 years, according to the nature of the appointment and the requirements of the Service.

3. *Special Cases*—The normal duration of the following appointments will be as stated :—

I.—Ships in Irish Waters ... Commanding Officers will generally be relieved after 12 to 18 months' service in Irish waters.

Officers not in command will be relieved after 12 months' service, unless they apply to remain longer.

II.—Ships in the Red Sea and Persian Gulf. Officers who have served for two hot seasons will be relieved not later than March or April, irrespective of the date of commissioning.

III.—Assistant Fuelling Officers... 3 years, including time required for turnover.

No extension will be permitted.

IV.—Officers of W/T stations :—

(a) Gibraltar, Hong Kong, Malta, and Seletar (Singapore), 2 years.

(b) Aden and Matara (Ceylon), 1 year.

Officers of the W/T stations coming under categories (a) and (b) will be allowed the option of an extension of their appointments up to a maximum of 3 years and  $1\frac{1}{2}$  years respectively. A list of the officers requiring relief is to be sent in by the station concerned, so as to reach the Admiralty 3 months before the date they are due for relief, this date being stated.

V.—Officers serving on shore at 2 years, except as provided in IV.  
Abadan, Aden, Bombay,  
Colombo, Singapore, and  
Trincomali.

<p>VI.—Gunnors, Gunnors (T), Boatswains, Signal Boatswains, Warrant Telegraphists, Warrant Shipwrights, Warrant Ordnance Officers, Warrant Electricians,</p>	}	<p>and above, as laid down in paragraph 1 for Lieutenants, etc., except that appointments at the Admiralty will normally be for 3 years.</p>
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The normal duration of the appointment of Boatswain of the Yard in H.M. Dockyards is three years.

The appointments of Commanders for R.N.R. duties and for liaison duties with the Mercantile Marine will normally be of three years' duration.

### \*1731.—A/S Specialist Branch—Interest and Scope of Duties

(C.W. 5744/32.—22.7.1932.)

Their Lordships desire that Commanding Officers will draw the attention of officers to the progress made in anti-submarine methods and the importance which is attached to this branch of the service and will point out to suitable candidates for the course the interest and scope of A/S duties.

2. Candidates between  $2\frac{1}{2}$  and 5 years' seniority as lieutenant are mainly required, but volunteers outside these seniorities will be considered.



3. It is anticipated that appointments of A/S officers in the future will, while at sea, enable officers to combine their A/S duties with either other staff or general service duties, and so provide ample opportunity to widen their general service experience, whilst at the same time making full use of their specialist qualification.

4. The merging of the A/S branch with some other specialist branch of the Service, which was first discussed in 1925, has been again considered, and it has been decided that, at the present stage of development, the existing policy of a separate A/S specialist branch should be adhered to.

5. Their Lordships wish it to be understood that, should this fusion be decided upon at some future date, the present policy of recognising the A/S specialist qualification as equal in importance to that of any other branch open to executive officers will in no way be affected.

### **\*1793.—Anti-gas Instruction—Officers**

(C.W. 4178/32.—29.7.1932.)

Commissioned and Warrant Officers of all categories who have not already undergone a course at an Anti-gas School are to do so when this can be arranged.

2. Acting Warrant Officers of all three port divisions will undergo an Anti-Gas Course of 5 days' duration at the Anti-Gas School, Portsmouth. The Course will commence on the Monday following the termination of the Divisional Course.

3. Classes for anti-gas instruction for officers are formed for 5 days in each month as follows:—

Week commencing the first Monday in each month at Portsmouth.

Week commencing the second Monday in each month at Devonport.

Week commencing the third Monday in each month at Chatham.

4. If circumstances permit, torpedo officers are to undergo the Anti-Gas Course before taking up any (T) appointment afloat, in cases where they have not taken the course during the last five years. Other officers who have not undergone an Anti-gas Course during the last five years should be encouraged to undergo the course again if they can be spared from their appointments.

### **\*1795.—Leave Regulations for Officers and Men of Royal Australian Navy**

(N. 1914/32.—29.7.1932.)

The leave of officers and men of the Royal Australian Navy serving in H.M. Ships and Establishments is to be governed by the routine of the squadron, ship or establishment to which they are attached.

2. Foreign service leave, calculated at the rate of seven days for each completed six months and one day for each completed month, will be granted on return to Australia, provided the amount of leave thus accumulated does not exceed 42 days.

3. Officers and men borne on the books of H.M. Ships or Establishments awaiting return passage to Australia on completion of service or training, may be granted leave as convenient, should they so desire, and arrangements should be made direct with the Defence Liaison Officer, Australia House, Strand, London, W.C.2, with respect to the leave so granted. Such leave will not be deducted from foreign service leave on return to Australia.

# **\*1796.—Grading of Accommodation for Naval Personnel Travelling by Sea at Government Expense**

(C.W./C.E. 2205/32.—29.7.1932.)

As a result of the great improvements effected by shipping companies in the past few years in the standards of messing and the amenities in the cabins and public rooms in passenger vessels, the increase in the number of grades of accommodation within various classes, and the introduction of new classes of accommodation, *e.g.*, cabin and tourist, with a wide range of grades within those classes, it has become increasingly difficult to continue to allocate accommodation to Service personnel on the basis of the many gradings quoted by shipowners.

2. It has therefore been mutually decided by the three Service Departments to introduce the simplified schedule set out herein for the grading of Service personnel for the purposes of accommodation when travelling by sea at Government expense. This revised schedule will operate from 1st August, 1932.

3. The new standards of accommodation are in the nature of a minimum and will be operated with careful regard to all the circumstances of each particular passage to ensure that appropriate accommodation is secured to the passenger.

4. Personnel of the same or another Service, entitled by Regulations to different classes of accommodation, will not be booked in the same class in any one ship, save where arrangements exist for the carriage of third class passengers in superior accommodation in the absence of third class accommodation, or where invalids are granted superior accommodation on medical representations.

5. As a general rule first class Naval passengers will be berthed as follows:—

- (a) Lieutenant Commanders and above—on passenger decks above saloon deck.
- (b) Lieutenants—on saloon deck.
- (c) Other ranks—below saloon deck.

## **SCHEDULE.**

### *Grades of Accommodation Authorised for Service Personnel Travelling at Government Expense.*

(This list covers accommodation in ships of all the leading British lines.)

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided on 1st Class, Cabin, or Tourist Ships.	
	Ship's "1st Class" or "Cabin" Accommodation.	Ship's "Tourist" Accommodation.
<b>GROUP I.</b> <i>1st Class.</i> <b>Naval.</b> Captains ... Commanders ... <b>Military.</b> Colonels ... Lieut.-Colonels... <b>Air Force.</b> Group Captains... Wing Commanders.	A berth in a 2-berth porthole cabin on an appropriate deck, provided that in "cabin" class ships the amenities offered are suitable having regard to the status of the passenger concerned.	"Tourist" accommodation not suitable, except by agreement with the department or officer concerned.

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided on 1st Class, Cabin or Tourist Ship.	
	Ship's "1st Class" or "Cabin" Accommodation.	Ship's "Tourist" Accommodation.
<p><b>GROUP II.</b> <i>1st Class.</i></p> <p><i>Naval.</i> Lieut.-Commanders Lieutenants ... Head Sisters ...</p> <p><i>Military.</i> Majors ... Captains ... Matrons ...</p> <p><i>Air Force.</i> Squadron Leaders. Flight Lieutenants. Matrons ...</p>	<p>A berth in a 3-berth porthole cabin on an appropriate deck and subject to the proviso shown above.</p>	<p>"Tourist" accommodation exists either (a) as a lower class in ships with 1st class or "cabin" class accommodation, or (b) as the only class. In category (a) "Tourist" accommodation is not applicable to these passengers, but in category (b) passages may be ordered for these passengers as follows, provided that the amenities offered are suitable, having regard to the status of the passenger concerned.</p> <p>Lt.-Cdrs., R.N., Majors, Sqdrn. Leaders and equivalent ranks.</p> <p>A berth in a porthole cabin not more than 2 in a cabin and not below the second passenger deck counting from above.</p> <p>Officers in this group below the foregoing ranks—a berth in a porthole cabin on the third passenger deck counting from above.</p>
<p><b>GROUP III.</b> <i>1st Class.</i></p> <p><i>Naval.</i> Sub-Lieutenants Mates ... Comm. Officers from Warrant Rank. Midshipmen ... Superintending Sisters. Nursing Sisters... Warrant Officers</p> <p><i>Military.</i> Lieutenants ... 2nd Lieutenants Nursing Sisters... Staff Nurses ...</p> <p><i>Air Force.</i> Flying Officers ... Pilot Officers ... Staff Nurses ... Nursing Sisters...</p>	<p>A berth in any cabin other than, and not superior to, those appropriate to Groups I and II.</p>	<p>In category (a)—(see note against Group II for interpretation)—tourist accommodation is not applicable to these passengers, but in category (b) passages may be ordered, subject to the proviso above.</p> <p>The accommodation to be provided is to be a berth in a porthole cabin on the third passenger deck, counting from above.</p>

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided.	
	Ship's "Second Class" Accommodation.	Ship's "Tourist" Accommodation.
<p>GROUP IV. 2nd Class.</p> <p>Naval. — Military. — Air Force. —</p>	<p>A berth in a porthole cabin.</p>	<p>In category (a)—(see note against Group II for interpretation)—tourist accommodation may be ordered in any porthole cabin. In category (b) subject to note A, the accommodation to be provided is to be a berth in a porthole cabin on the fourth or lower passenger decks, counting from above.</p> <p>"Tourist" accommodation may only be ordered when the cost is less than second class on another available ship.</p> <p>Not more than 4 adults or their equivalent may be berthed in any one cabin.</p>
<p>GROUP V. 2nd Class.</p> <p>Naval. Chief Petty Officers. Colour Sergeants, R.M. Military. Warrant Officers Classes 10 and 11 (i.e., W.O., Classes I and II). Schoolmistresses Air Force. Warrant Officers Classes I and II.</p>	<p>A berth in an inside cabin, other than middle line cabins.</p>	<p>In category (a)—(see note against Group II for interpretation)—tourist accommodation may be ordered in any inside cabin, except middle line cabins. In category (b) in any inside cabin, except middle line cabins on the fourth or lower passenger decks counting from above.</p> <p>Not more than four adults or their equivalent may be berthed in any one cabin.</p>
<p>GROUP VI. 3rd Class.</p> <p>Ratings and Marines. Troops ... .. Airmen ... ..</p>	<p>Ship's Third Class.</p> <p>Not more than 6 passengers may be berthed in a third class cabin. Third class passages may be subject to other limitations which are specially notified in connection with particular lines.</p>	

*Note.*—(i) Officers and Warrant Officers of the Royal Indian Marine follow the grading for the corresponding ranks of the Royal Navy, with the exception that Warrant Officers, R.I.M., are entitled to the same accommodation as a Chief Petty Officer, R.N.

6. A further announcement will be made in connection with civilian personnel.

### \*1928.—Board of Trade Certificates—Methods of Obtaining by Engineer Officers and Ratings

(N./N.P.C. 18/32.—12.8.1932.)

The following information regarding Board of Trade Engineers' Certificates is issued for general information. Although primarily intended for sea-going engineers, these certificates are also of much value to their holders in obtaining positions on shore. "Ordinary" certificates relate to steamships, "Motor" certificates to vessels driven by internal combustion engines. The latter certificates are particularly valuable at the present day. Qualified holders may have their "Motor" certificates endorsed for service in steamships, and *vice versa*.

2. An Officer of the rank of Engineer Lieutenant, Lieutenant (E), or above, may be awarded a First Class Engineers' Certificate "of service" (*i.e.*, without examination). A Commissioned Engineer or Commissioned Mechanician may be awarded a Second Class Certificate "of service"; but a Warrant Officer can only obtain one "of competency" (*i.e.*, by passing the ordinary Board of Trade examination). Applications, either for certificates of service, or for examination for certificate of competency, should be made on a Board of Trade form, obtainable from any Mercantile Marine Office or from Commanders-in-Chief abroad, and forwarded to the Secretary of the Admiralty through the usual channels. A fee of £1 is charged for the certificate.

A certificate of service entitles the officer to go to sea, in the grade certified, as an Engineer on any ship in the British Mercantile Marine, however propelled.

3. A C.E.R.A., E.R.A., or Mechanician is entitled to be examined for a Second Class Ordinary or Motor Certificate, provided he is over 21 and can produce satisfactory testimonials as to workshop and sea service. Generally speaking, he must prove at least 4 years' workshop experience, over the age of 15, on the making or repairing of steam or internal combustion engines, and at least 18 months' sea time as a regular watchkeeper on main engines and boilers, including not less than six months on each. For an "Ordinary" certificate, at least 12 months must have been served in steamships, and for a "Motor" certificate at least 12 months in motor ships. For Second Class certificates the steam engines must be of at least 66 N.H.P., and internal combustion engines at least 373 B.H.P.; for First Class certificates they must be 99 N.H.P. and 560 B.H.P. respectively. A detailed statement as to sea service is required, and must be certified by the Engineer Officer and approved by the Captain.

4. The examinations are held by the Board of Trade at frequent intervals in Newcastle, London, Cardiff, Liverpool, and Glasgow. All examinations include practical mathematics, mechanical drawing, and general engineering knowledge. Full details of the syllabus for the different grades of certificate are given in a booklet issued by the Board of Trade, entitled "Regulations relating to the Examination of Engineers in the Mercantile Marine," published by H.M. Stationery Office, price 6d., and obtainable at any Mercantile Marine Office, or from any bookseller.

Intending candidates should apply to their Commanding Officer, who will obtain application forms from the Superintendent of the Mercantile Marine Office concerned, to whom they should be returned completed, together with the necessary certificates and the fee of £1. These documents must reach the Superintendent at least one week before the day of examination.

5. Candidates are to be given all possible facilities and encouragement to study for and attend these examinations. Considerable preparation will be necessary in most cases, but there are few ships in which the requisite instruction should not be available. The International Correspondence Schools have a special course in the subjects required, and a list of approved technical schools, which give both class and correspondence tuition, is to be found in Appendix H to the above-mentioned Board of Trade booklet.

**\*1934.—R.N.R. Ratings—Pay under Training**

(N. 2934/32.—12.8.1932.)

R.N.R. ratings who during a period of enrolment which commenced on or after 1st October, 1931, perform arrears of training in respect of a period of enrolment in force on 30th September, 1931, are not entitled to pre-1925 rates of pay for such training, but are to receive pay at the post-1925 rates for *any* training performed subsequent to re-enrolment on or after 1st October, 1931.

**\*1935.—Invalided Men—Facilities for Vocational Training, etc.**

(N./N.P.C. 18/32.—12.8.1932.)

Whenever men are invalided from the Service, arrangements are to be made for an officer to be detailed to advise them as to suitable civilian occupations and explain the various forms of assistance open to them.

2. The assistance falls under the following categories :—

*I.—Vocational Training.*

The facilities open to invalided men are set forth in Articles 19 to 22, Vocational Training Instructions. Detailed information as to the courses available at each Home Port is communicated by the Vocational Training Centre to all ships and establishments there. Men invalided through causes beyond their own control who wish to take advantage of these facilities should be directed to apply forthwith, if they have not already done so, to the Commodore, R.N. Barracks, or in the case of Royal Marines, to the Colonel Commandant, Royal Marines.

*II.—The National Association for Employment of Regular Sailors, Soldiers and Airmen.*

The procedure for placing men in touch with the National Association laid down in Article 1123, clauses 1, 2 and 3, King's Regulations and Admiralty Instructions, is to be carefully observed. A list of branches of the association is given on page 34 of the Navy List Advertiser.

*III.—The Royal Naval Benevolent Trust.*

The objects of the Royal Naval Benevolent Trust, and the addresses of the Honorary Local Secretaries, are given on page 14 of the Navy List Advertiser. The trust has a special organisation for assisting the resettlement of invalided men.

3. The men's attention should also be drawn to the important information now contained in Form S.1300A regarding the National Association, Vocational Training, Labour Exchanges, health matters, the Royal Naval Benevolent Trust and other organisations which benefit ex-Naval ratings.

Every man receives a copy of this form before discharge, together with a copy of the official "Guide to Civil Employment" (temporarily suspended).

(K.R. and A.I., Art. 1123.)

(Vocational Training Instructions, Articles 19–22.)

**1936.—Malaria—Notation on Medical History Sheet**

(M.D.G. 9312/32.—12.8.1932.)

In all cases of malaria a notation is to be made on the Medical History Sheet, stating the type of parasite found or, if no parasites are found, the diagnosis "clinical malaria" should be recorded.

2. A summary of the treatment given should also be recorded.

**\*2021.—Naval and Royal Marine Pilots Attached to the Royal Air Force — Flying Practice when Temporarily Appointed to General Service or Corps Duty**

(C.W. 6978.—26.8.1932.)

The following instructions have been agreed between the Admiralty and the Air Ministry. For the purpose of this Order, where R.N. and R.M. officers serving in all ships in home waters and in reserve, or holding appointments in shore establishments, etc., at home are concerned, the term "Commander-in-Chief" means the Commander-in-Chief, Home Fleet. In other cases it means the Commander-in-Chief of the Fleet in which the officers are serving.

2. When Naval and Royal Marine officers who have been attached to the R.A.F. are appointed to General Service or Corps Duty and are available for re-attachment, *vide* Article 335, King's Regulations and Admiralty Instructions, the Commander-in-Chief will be responsible that they maintain the necessary standard of air training.

3. The flying practice of each officer should be spread as evenly over the year as possible. At home practice flights should be made in aircraft of "C" flight of the R.A.F. Base, Gosport. Abroad, they should be made in F.A.A. aircraft from a shore base of the R.A.F. Officers serving in ships (other than aircraft carriers), in which aircraft are embarked, may be allowed to carry out their flying practice in these aircraft at the discretion of the Senior Naval Officer of the squadron.

4. Except when flying practice is carried out in aircraft embarked in the officers' own ship (other than aircraft carriers), arrangements for practices are to be made directly between pilots' Commanding Officers and the Commanding Officers of the R.A.F. bases concerned, as much notice as possible being given.

5. Commanding Officers of ships and R.N. or R.M. Shore Establishments are responsible that the amount of practice flying laid down (King's Regulations and Admiralty Instructions, Article 335, Clause 6a) is carried out by officers under their commands, and also that officers sent to carry out flying practice are physically fit.

6. The Commanding Officer of the R.A.F. base is finally responsible for the physical fitness of any officer sent to that base for practice before ordering him into the air, and will report on his flying proficiency if it is below the average.

When officers serving in ships (other than aircraft carriers) in which aircraft are embarked, are permitted to carry out their flying practice in those aircraft, the Commanding Officers of those ships are finally responsible that such officers are qualified to fly the type of aircraft carried and that they are physically fit.

7. If examination of a log book or a practical demonstration shows that an officer's flying skill has fallen below the average, or if an officer has not flown for a period of six months, the Commanding Officer of the R.A.F. base or of the ship (other than an aircraft carrier) in which the aircraft is embarked will arrange for him to have a dual control test at a shore base. If the test is satisfactory the flying practice may proceed.

8. If the test is not satisfactory, the fact will be reported by the Commanding Officer of the R.A.F. base to the Commander-in-Chief, the pilot's Commanding Officer, and the Air Officer Commanding, Coastal Area, or other appropriate R.A.F. authority abroad, for the information of Admiralty and Air Ministry, who will consult and then decide what action should be taken. A report by signal will be made by the base Administrative Authority under whom the officer is serving, and the officer is to return to his appointment in General Service or Corps duty until the case has been considered.

9. Commanding Officers of R.A.F. bases will forward, half-yearly, to the Air Officer Commanding, Coastal Area, or other appropriate R.A.F. authority abroad, details of the flying practices which each Naval or Royal Marine pilot has completed, together with dates and types of aircraft.

10. Commanding Officers of ships and R.N. and R.M. Shore Establishments are to forward to the Commander-in-Chief on 30th June and 31st December annually, the names of all officers in their commands who are affected by this Order, with details and dates of flying practices carried out by them during the previous half year.

(A.F.O. 625/33.)

2023. }  
2024. } *Issued Confidentially.*

### **\*2074.—Leave or Relief on Compassionate Grounds—Passages**

(N. 2017/32.—2.9.1932.)

Naval ratings and Royal Marines serving abroad who may be relieved or granted leave to return to England on compassionate grounds, or for urgent private reasons, are expected to pay any passage expenses which they may incur for both the homeward and outward journeys. Similarly, men granted leave on account of private affairs prior to their ship sailing from home waters are expected to meet any passage expenses incurred in rejoining the ship abroad. (This does not apply to a man who, through his ship being unexpectedly ordered abroad while he is on leave, is unable to rejoin her before sailing.)

2. Before being granted such leave, the men concerned are to be required to acknowledge in writing that they understand the above conditions, and are in a position to meet the cost involved. If the man has sufficient funds in hand when leave is granted, a return ticket should normally be purchased before departure. If doubt exists as to where the man will be required to rejoin on expiration of his leave, the necessary sum should be forwarded to the Commodore of the dépôt, by whom arrangements will be made for purchase of return ticket, the man being informed accordingly. If the man has not sufficient funds in hand, the Commodore is to be informed as to the source from which money for the return journey is to be expected. Where men state they have funds available in the United Kingdom to meet the cost of the return passage, they are to be directed to forward the necessary sum to the Commodore of the dépôt immediately on arrival in the United Kingdom (see paragraph 6).

3. Men proceeding on leave are not to be told that they can be spared until the next Government opportunity for a return passage; or that they are to return in any particular ship. They are, however, to be informed that in the event of their requiring advice as to their return passage, they should apply for instructions either personally or in writing to the Commodore, R.N. Barracks, of the Port Division to which they belong.

4. It is only in rare instances that passages are available by Government opportunity (i.e., by H.M. warship). If, however, at the time of granting leave an opportunity for passage in one of H.M. ships is available, without causing inconvenience to the Service or any expense to public funds, it may be sanctioned by the Commander-in-Chief for the homeward voyage, and by the Admiralty for the return journey.

5. It must be clearly understood that passage by H.M. transport or by freight ship does not constitute a Government opportunity.

6. Whenever leave to England is granted, the Commanding Officer of the ship to which the man belongs is to communicate the following particulars to the Commodore of the dépôt, and a duplicate copy is to be given to the man for information and guidance. viz. :—

- (a) A brief description of the circumstances in which leave is authorised.
- (b) Period of leave granted.
- (c) Route and anticipated date of arrival in England.



- (d) Intended address of the man while on leave. (Any alteration of address is to be communicated immediately by the man concerned to the Commodore of his dépôt.)
- (e) The state of the man's ledger account at the date of the commencement of leave, including detailed particulars of any allotments in force.
- (f) A statement of the funds in hand (including any available from private sources) to cover the cost of the return journey (*see* paragraph 2).
- (g) An extract from the man's conduct sheet covering the previous six months.
- (h) Any other remarks.

7. All ratings who may be granted leave under the terms of this Order, if taking passage to England or being sent abroad after leave in one of H.M. warships, are to be victualled and employed on their usual duties during the journey. If returning to England, leave is to commence from the date of arrival, and a leave ticket is to be issued by the Commanding Officer of the ship in which the man concerned is borne for the homeward passage.

8. Care is to be observed that any men who may be granted a passage in one of H.M. ships, either to England or returning abroad, provide themselves with one each of the following articles of uniform, viz. :—

- No. 2 or 3 suit.
- No. 5 suit.
- Spare flannel.
- Blue cap.

## **\*2171.—Royal Indian Marine Officers in H.M. Ships and Establishments—Pay, Victualling and Accommodation**

(C.W. 7882/32.—16.9.1932.)

The following particulars of the arrangements for R.I.M. officers serving in the Royal Navy are promulgated for information :—

2 (a). *Sub-Lieutenants and above undergoing Courses.*—These officers are paid direct by the India Office. Unless required to be accommodated afloat, they are to be allowed the option (i) of making their own arrangements for private lodging and subsistence, or (ii) of taking service victualling and service accommodation, if available, subject to payment by them of the appropriate charges.

In either case particulars of the officers are to be given in a special section of List 17 of the ship's ledger ; victualling is to be claimed on the ledger for those who select alternative (ii), and the cost thereof, calculated at the current rate of victualling allowance, is to be recovered from them locally. Particulars regarding refund of amounts paid locally in respect of victualling and accommodation may be obtained by R.I.M. officers on application to the India Office.

The normal charge for the accommodation of R.I.M. officers lodged in R.N. Shore Establishments is 3s. a day, but such accommodation should not ordinarily be provided if it involves the displacement of a R.N. Officer. Where, however, such displacement is essential to avoid inconvenience to a R.I.M. officer in attendance on his course and entails the payment of Lodging and Provision Allowances to the displaced R.N. Officer, the actual out-of-pocket expense (*i.e.*, Lodging Allowance, plus the difference between Provision and Victualling Allowances) is to be reclaimed in lieu of the normal fee for accommodation.

When these officers are accommodated afloat they are to be victualled in the mess appropriate to their rank. Victualling is to be claimed on the ship's ledger in the usual manner, but the current rate of Victualling Allowance is to be recovered from the officers direct for each day on which they are so victualled.

No charge, however, is to be made for the accommodation of officers *afloat*.

All charges, *e.g.*, for accommodation, messing, victualling, washing of bedding, etc., arising against R.I.M. officers undergoing courses in H.M. ships and establishments at home, are to be preferred direct against such officers for personal payment locally, and are not to be charged on the ledger. The amounts recovered are to be brought to account in the cash account.

(b) *Midshipmen undergoing Training.*—In future, pay and allowances are to be issued to R.I.M. Midshipmen undergoing training (whether afloat or ashore) at the rates and under the conditions applicable to Midshipmen of the R.N. promoted from Special Entry Cadets, ex H.M.S. "Erebus." Accounts for such R.I.M. Midshipmen are accordingly to be opened in a special list of the ship's ledger. The necessary claim on the India Office will be made by the Admiralty.

Particulars of the victualling, accommodation, etc., of Midshipmen, R.I.M., undergoing courses in R.N. establishments should be inserted in the quarterly returns of courses forwarded to the Admiralty.

(c) *R.I.M. Officers granted Temporary Commissions in the R.N. and appointed for duty in H.M. Ships.*—These officers are to be borne for pay and victualling at R.N. rates, and should be entered on a separate folio of the ledger. Reclaim in respect of the pay and victualling, etc., of these officers is made from the India Office by the Admiralty.

3. In certain cases the India Office may require information relating to the availability of service accommodation. A certificate in this respect is, therefore, to be furnished at the request of the India Office, or of the R.I.M. officer concerned, by the Commanding Officer of the ship or establishment in which the officer is serving.

### **\*2175.—Artificer Divers—Drafting**

(N. 3965/31.—16.9.1932.)

In order to reduce the amount of time served in sea-going ships by Artificer Divers it has been decided to put the following measures into effect :—

- (i) Artificer Divers will be withheld temporarily from alternate battleships, flagships always being included among those retaining them.
- (ii) Artisans qualified as Artificer Diver will be drafted to sea-going ships in accordance with their position on the roster as Artisan, provided that an Artificer Diver is not drafted to a ship not entitled to one by complement ; Seaman Divers being drafted to ships in lieu where no Artificer Diver is available. Difference of pay will not be payable in the latter instance.

### **\*2224.—R.N. and R.M. Warrant Officers—Advantages of becoming Voluntary Contributors under the National Health Insurance, etc., Acts**

(C.W. 4674/32.—23.9.1932.)

Attention is drawn to the fact that although Naval ratings and Royal Marines on their promotion to warrant rank cease to be compulsorily insurable under the National Health Insurance Acts, and the Widows', Orphans', and Old Age Contributory Pensions Act, 1925, they remain eligible to become voluntary contributors to the schemes, and the advantages of becoming voluntary contributors should be brought to their notice.

2. The present rate of voluntary contribution for Warrant Officers whose total emoluments are less than £250 a year is 1s. 6d. a week, and for those whose total emoluments exceed £250 a year, 1s. 3d. a week. The difference in the rate of contribution is due to the exclusion of free medical treatment from the benefits receivable under the schemes by insured persons whose total emoluments exceed £250 a year. Although Warrant Officers on the Active List, irrespective of their total emoluments, are normally provided with medical treatment at Service expense, the Minister of Health advises that the higher rate of contribution of 1s. 6d. a week is, nevertheless, payable in the case of Warrant Officer voluntary contributors whose total emoluments are less than £250 a year.

3. Contributions cease to be payable by a voluntary contributor on attaining the age of 65.

4. Apart from free medical attendance and medicine, in which Warrant Officers would not normally participate, the schemes provide the benefits as outlined below for voluntary contributors, subject to generally applicable conditions laid down by the Ministry of Health, particulars of which are set out in detail in Memorandum 243/X, which also contains full details of the benefits of the schemes, and copies of which can be obtained from the Ministry of Health, Insurance Department, Whitehall, London, S.W.1.

(i) *Widows' and Orphans' Pensions.*

State widow's pension	...	10s. a week until the widow attains the age of 70 (unless she remarries sooner).
Children's allowances	...	5s. a week for eldest or only child ; 3s. a week for each other child ; these allowances being paid up to the age of 14 (or 16 so long as the child is under full time instruction in a day school).
Orphan children (where both parents are dead).	7s. 6d.	a week for each orphan child under the specified age.

A widow, who on attaining the age of 70 is in receipt of a widow's pension, becomes entitled to a pension of 10s. a week for life under the Old Age Pension Acts, 1908–24, without any tests as to means, residence, or nationality.

Although the widows of Warrant Officers are eligible for the ordinary rates of Widows' Pension and Children's Allowances from the Admiralty of £35 a year and £12 a year in respect of each child, subject to the conditions prescribed in the Regulations, the widows of Warrant Officers who have become voluntary contributors are eligible for the above pensions and allowances in addition, *provided that a pension or child's allowance has not been awarded by the Admiralty at the attributable rates.*

(ii) *Old Age Pensions.*

An Old Age Pension of 10s. a week becomes payable between the ages of 65 and 70, and at the age of 70 the contributor becomes eligible for a pension of 10s. a week for life under the Old Age Pension Acts, 1908–1924, without any test as to means, residence or nationality.

The wife of the insured person who is or has been in receipt of a pension will also be entitled, when she is 65, to a pension of 10s. a week, and when she attains the age of 70, to the Old Age Pension without tests as to means, etc.

(iii) *Sickness and Disablement Benefit.*

Payments during sickness of 15s. a week are made for a period not exceeding 26 weeks, and thereafter Disablement Benefit of 7s. 6d. a week, if still incapable of work after 26 weeks' Sickness Benefit has been received. These benefits cease to be payable when the age of 65 is reached.

(iv) *Maternity Benefit.*

Forty shillings on the confinement of the wife of a male contributor.

5. The foregoing benefits are payable in addition to any Naval full pay or retired pay to which an insured Warrant Officer may be entitled.

6. In addition, approved societies having a disposable surplus on valuation may also dispense extra benefits over those laid down in the Acts which may take the form of increases in the ordinary rates of sickness, disablement and maternity benefits, or payment of the whole or part of the cost of treatment benefits such as dental or ophthalmic or treatment in hospitals or convalescent homes, but these extra benefits are not necessarily obtainable immediately on the insured person joining an approved society. A voluntary contributor who is, however, not a member of an approved society would not receive any such additional benefits. It is, therefore, definitely to the advantage of voluntary contributors to become members of an approved society.

7. The option of becoming a voluntary contributor under the schemes must be exercised within a certain period from the date of ceasing to be compulsorily insurable. This period of option usually extends to 18 months or two years. A Warrant Officer desirous of becoming a voluntary contributor should give notice, in writing, to his approved society or if not a member of an approved society, to the Controller, Ministry of Health, Ruskin Avenue, Kew, Surrey, at the earliest possible date after ceasing to be compulsorily insurable.

8. *Continuation of Benefit for a Short Period after ceasing to be Compulsorily Insurable.*—Although a Naval rating or Royal Marine on promotion to officer ceases to be compulsorily insurable, the foregoing benefits continue for a short period should he not elect to become a voluntary contributor. Thus the wife of a promoted rating continues to be eligible for the grant of a widow's pension under the Act in the event of her husband dying within a period of from 18 months to two years from the date of his promotion, but her eligibility then lapses if in the meantime her husband has not become a voluntary contributor. It will be seen, therefore, that while the widow of a Warrant Officer who dies within 12 months of the date of his promotion is not eligible for the ordinary rate of Widow's Pension or child's allowance from the Admiralty, she is eligible for the State pension irrespective of whether or not her husband had become a voluntary contributor (unless granted an Admiralty pension at the attributable rate).

## 2225.—Duties of Petty Officers—Posting in Messes

(N.L. 2395/32.—23.9.1932.)

A copy of King's Regulations and Admiralty Instructions, Article 9 (4) (as revised in K.R. Amendment No. 9/32) and of Article 514 (8), is to be kept permanently posted on a Notice Board in all Petty Officers' Messes.

## \*2226.—Service Conditions—Procedure for making Representations

(N. 2500/32.—23.9.1932.)

Their Lordships have had under Their consideration the methods at present in use in the Fleet, whereby representations may be made by the men of grievances or hardships or other matters affecting their Service conditions, and this has involved consideration of the working of the Divisional system and the machinery of the Welfare Conferences.

2. In Their Lordships' opinion, the existing regulations providing for the redress of wrongs (existing Article 9, King's Regulations and Admiralty Instructions, which is being reprinted as Article 10) are adequate for the purpose, but they have decided to supplement these by a further Article making provision on a wider basis for representations affecting welfare generally, or other matters connected with the Service. In making such representations, it is laid down that the machinery of the Divisional organisation is to be utilised. This procedure will appear in detail in a new Article 9 of King's Regulations and Admiralty Instructions, and this new regulation emphasises the part that Divisional Officers and Divisional Petty Officers should take, and the duty that rests on all Petty Officers, Non-Commissioned Officers and Leading Ratings, in such matters. Article 1153, King's Regulations and Admiralty Instructions (Divisional Officers) has been revised and elaborated to conform with the above procedure.

3. Their Lordships hope, that by giving every facility for representations to be made through the channels outlined above, experience will show that this procedure will meet all requirements. Until this state of affairs has been reached, it is necessary to provide some further means whereby men may put forward representations on matters affecting their Service conditions, and Their Lordships accordingly propose from time to time to hold a review of Lower Deck matters. It is contemplated that the first review will be ordered about the end of 1935.

These investigations will henceforward replace the present system of Welfare Conferences, and will be called "Admiralty Review of Service Conditions."

4. To be entirely satisfactory in Their Lordships' opinion, such reviews must be :—

- (a) Based upon a direct and sympathetic association between officers and men ;
- (b) Representative of all sea-going fleets and squadrons, as well as Shore Establishments ;
- (c) Expeditious.

5. When ordered, they will accordingly be conducted on the following lines ; the procedure being modified as necessary to meet the requirements of flotillas and Shore Establishments :—

- (a) In every ship the men are to be informed that they may put forward to their Divisional Officer representations affecting their Service conditions.
- (b) The Captain to consider all representations so presented, assisted by the Executive Officer and the Heads of Departments, at a meeting at which each Divisional Officer is to be heard in regard to the representations put forward by the ratings of his Division, the Captain calling such evidence as he considers necessary. The Captain then to forward all representations to the Commander-in-Chief through the usual channels, together with his remarks.
- (c) The Commander-in-Chief to appoint a Fleet Committee, consisting of Senior Officers to consider the collated representations from the whole Fleet, calling such evidence as they consider necessary. All representations to be forwarded subsequently to the Admiralty by the Commander-in-Chief, together with his remarks.

6. The following subjects are to be regarded as outside the scope of these reviews :—

Matters of policy, such as the employment or distribution or training of the Fleet.

Matters of discipline, or the general arrangements of duties in the Service.  
Canteen arrangements.

Complements of Ships and Establishments.

Individual claims or individual complaints of any kind, or matters affecting individual Ships or Establishments. (These will be dealt with under the revised Articles 9 and 10, King's Regulations and Admiralty Instructions.)

7. These reviews will be conducted with despatch and dealt with expeditiously when they reach the Admiralty.

8. Commanding Officers are to take the necessary steps to ensure that the revised procedure, as laid down in this Order, is understood by the men under their command.

9. A revised poster containing the gist of the amended Articles 9 and 10, King's Regulations and Admiralty Instructions, will be issued for display in each ship and establishment, and is to be read quarterly at the same time as the Articles of War.

### 2273.—Victualling of Army Officers and other Ranks in H.M. Ships and Naval Establishments—Recovery of Cost

(D.N.A. 1068/32.—30.9.1932.)

When troops are victualled in H.M. ships and naval establishments the cost, whenever practicable, is to be claimed from the Paymaster of the Army unit concerned. The date of recovery, or an explanation of the circumstances if reclaim is impracticable, is to be recorded on the Abstract of Victualling.

2. This Order is not applicable to the victualling of troops taking passage to England in H.M. ships which are about to pay off. In such cases the claim for the cost of victualling will be made by the Admiralty.

3. Further, this Order does not apply to the victualling of Army officer students attached to the Fleet, prior to joining or during vacation from the R.N. Staff Colleges, who are covered by the arrangements promulgated in A.F.O. 1308/29.

4. The amount recoverable per man for each day victualled, irrespective of the system of messing, is the appropriate rate of victualling allowance without percentage addition.

(A.F.O. 1308/29.)

## 2315.—Junior Officers—Training

(C.W. 7042/32.—30.9.1932.)

### SECTION I.—GENERAL.

The scheme of training of junior officers has been under consideration, and certain modifications of the present system have been found necessary in the light of experience of the past few years.

2. The objects which the training must achieve are:—

- (a) General Education.
- (b) Acquisition of Professional Knowledge.
- (c) Development of Officer-like Qualities.

3. *General Education.*—A general education is necessary to form a foundation on which subsequent professional knowledge can be built. It must be general in nature and should not specialise on the side of science and mathematics beyond what is needed as a basis for the technical courses for the rank of Lieutenant.

4. *Acquisition of Professional Knowledge.*—The ultimate purpose of professional knowledge is to enable a Lieutenant to carry out the normal duties of his rank. Except for seamanship and the elementary knowledge of other subjects needed by a Cadet or Midshipman, this instruction is given during the courses for the rank of Lieutenant. The objects of the courses for the rank of Lieutenant have been laid down so as to limit the extent of professional knowledge required to that which is absolutely necessary.

5. *Officer-like Qualities.*—After the acquisition of elementary professional knowledge, the conditions requisite for the development of officer-like qualities are opportunity, responsibility and sea experience. There has been a tendency for these three points, which form the most important training of all, to be neglected for the sake of technical instruction at sea. It cannot be too strongly emphasised that although professional knowledge is an important factor in the power to command, it is in itself insufficient, and must not be allowed to prejudice the training in officer-like qualities.

6. It has, therefore, been decided that the training of junior officers is to be considered as falling into three periods, each with its primary consideration, and it is on this basis that the present system of training has been revised.

*1st Period.*—As Cadet, when education is the primary consideration. For the Dartmouth Cadet, the education should be general in character except for such elementary professional instruction as is necessary before he goes to sea. For the Special Entry Cadet, the instruction should be purely professional.

*2nd Period.*—As Midshipman, when the development of officer-like qualities is the primary consideration. During this period, the elementary professional knowledge already acquired is applied and developed in carrying out the duties of an officer.

*3rd Period.*—As Acting Sub-Lieutenant when the acquisition of professional knowledge is the primary consideration, and general education is continued.

### SECTION II.—TRAINING CRUISER.

7. It has been decided to re-introduce a sea-going training cruiser for Cadets. Dartmouth Cadets, on completion of their training at Dartmouth, will be sent to this ship for two terms instead of going direct to ships of the main Fleets, as at present.

The training of Special Entry Cadets and Paymaster Cadets now carried out in H.M.S. "Erebus" will also be transferred to the sea-going training cruiser and continued on the present lines.

8. The objects of the training of the Dartmouth Cadets in the cruiser are:—

- (a) To give them practical experience in seamanship and navigation.
- (b) To give them that elementary practical instruction in gunnery, torpedo and engineering which is necessary to enable them to carry out their duties as Midshipmen in a sea-going ship.
- (c) To give them an insight into the conditions under which men of the lower deck live and work.

### SECTION III.—MIDSHIPMEN.

9. Under the present regulations, there has been a tendency to concentrate on the attainment of a definite standard of technical knowledge to the detriment of training in officer-like qualities and power of command. To correct this, the regulations governing the training of Midshipmen have been revised. Commanding Officers are to ensure that the instruction is practical, and are to check any tendency to concentrate on mechanical details.

10. *General.*—The responsibility for the training of Midshipmen at sea rests with the Commanding Officer.

11. The primary object of the period of service as Midshipman is to gain experience as an officer. For this purpose the Midshipman is to be regarded as an integral part of the ship's organisation, and his duty as an officer is to take precedence over all other work. Subject to this he will require some technical instruction, practical and theoretical, to enable him to carry out his duties, and to keep his mind active and his knowledge progressive.

12. All instruction is to be given by or under the immediate supervision of an officer.

13. The various syllabuses are given in Appendix A to this Order.

14. The duties of Midshipmen are to be changed periodically with the object of giving as wide experience as possible. This particularly applies to plotting and control duties on which comparatively large numbers of Midshipmen are necessarily employed. Continuous employment of individual officers on these duties, to the possible exclusion of duties more calculated to develop their powers of initiative and command, is not in the best interests of the Service, or of the officers themselves.

15. The technical instruction, practical and theoretical, is to be limited to that necessary to enable a Midshipman to carry out his duties, which involve a general knowledge of the ship and its armament. No attempt is to be made to take him over the whole ground which will be covered later by the Sub-Lieutenant's courses. As a general rule the theoretical instruction is to be given by the Instructor Officer.

16. Midshipmen have to prepare for the seamanship examination for the rank of Lieutenant. In addition, certain periods are laid down during which the Midshipmen are to be given special training, viz:—

Engine room ...	...	...	...	Paragraph 22.
Air course ...	...	...	...	Paragraph 23.
Destroyers ...	...	...	...	Paragraph 24.

They should be detailed as Signal Midshipmen when cruising with the Fleet or when, for other reasons, the experience is likely to be of value to them.

17. When the ship is at sea, provision is to be made to enable Midshipmen not doing duty in the engine room to keep the reckoning continuously and to correct it by taking their own observations and working them out at the time. Each Midshipman is to keep a navigation work book, in which all his observations are to be recorded, and all computations connected with them or with his keeping of the reckoning are to be made in the first instance.

On completion of 12 months' service at sea as Midshipman, this book is to contain not less than six astronomical fixes of the ship as specified below:—

- (a) Two altitudes of the sun, one being on the Meridian.
- (b) Two altitudes of the sun, one being near the Meridian.
- (c) Two altitudes of the sun, neither being on or near the Meridian.
- (d) One altitude of the sun, and one of another celestial body, neither being on the Meridian.
- (e) Two altitudes of celestial bodies other than the sun (preferably taken during twilight) at approximately the same time.
- (f) An altitude of any celestial body and a bearing of a terrestrial object.

*Note.*—The arrangement employed in the Admiralty Manual of Navigation, Vol. I, is to be adopted in the working out of all observations.

One month before his examination in seamanship for the rank of Lieutenant, the work book is to contain a second set of six fixes, taken on dates subsequent to that on which he completed 12 months' service as Midshipman.

The Instructor Officer will supervise observations and check computations. He will select six fixes from those obtained as suitable to complete the minimum number required, being guided by the note to this paragraph. He will sign each "Fix" as taken and worked by the Midshipman in question as free from errors, and as in satisfactory agreement with the official position of the ship at the time.

On completion of each set of fixes he will sign a certificate in each officer's navigation work book to the effect that a complete set of observations between the appropriate dates has been taken and marked out correctly and has been checked by him.

Commanding Officers will inspect the books from time to time and will produce them at the periodical inspection of the ship and when so ordered by the Flag or Senior Officer.

In the event of the work done being found unsatisfactory, the officer will be required to take and work more observations before promotion to the rank of Lieutenant.

*Note.*—

The object of this regulation is to ensure to Midshipmen actual experience of practical navigation and to enable them to acquire sufficient skill in the various operations to induce confidence in their own results.

It is also desired to cultivate a habit of working neatly and systematically under practical conditions.

The work done should not, however, be regarded as unsatisfactory on account of errors which have been discovered and corrected.

Star fixes are of the first importance. They should be taken in the twilight. The six fixes should be selected for their reliability and as appropriate to the occasion.

The practice of working out sights roughly and copying them out fair into the navigation work book should be disallowed.

Sights should be worked out as soon as taken.

Form S.431A has been abolished.

18. They are to be given instruction in French or other modern language at least once a week when tuition is available (*see* King's Regulations and Admiralty Instructions, Article 370 (4)).

19. *Refitting and Dockyard Periods.*—Full advantage is to be taken of these periods not only for instruction, but also for placing Midshipmen in charge of working parties and giving them definite responsibilities in connection with the refit according to circumstances.

20. *Record of Progress.*—Form E.190 is being revised to enable more information of the officers' duties and training to be recorded. As regards seamanship, the records in the form must be sufficiently detailed to form a close guide to future instruction. Instructions for the completion of the form will be found on it.



21. *Former Service Marks.*—On two occasions, viz., six months before, and just before the seamanship examination for the rank of Lieutenant, the Commanding Officer is to allot marks (former Service marks) for officer-like qualities and power of command (including leadership, ability, attention to duty), but not for professional knowledge. Maximum marks on each occasion are 100. The sum of the two awards is to be included in the marks allotted in the seamanship examination.

*Note (i).*—The scale of marks is to accord with the scale employed in the seamanship examination, viz.:—

First class ... ..	85 or more.
Second class ... ..	84–70.
Third class ... ..	69–60.
Below third class ... ..	under 60.

The allocation of former Service marks below 60 on any occasion does not in itself entail failure in the seamanship examination.

*Note (ii).*—Assessments may be made at shorter periods (minimum three months) when a Midshipman's appointment is changed during the last 12 months of his service as such. Should the date of assessment come before an officer has been three months in the ship, the award is to be deferred until three months have expired.

22. *Engineering Training.*—*Object.*—The object of the engineering training of Midshipmen is to provide knowledge of the conditions obtaining in the machinery departments, of the organisation of the engine room department, and of the limitations to which machinery is subject. Detailed knowledge of machinery is not required.

*Routine.*—Midshipmen are to carry out two months' engineering training divided into two periods. During these periods the Midshipmen are to be attached to the engine room department, and are not to be considered available for action stations or divisional drills.\* "Action stations" provide an opportunity for Midshipmen to study ship construction as applied to action repairs, and to obtain practical instruction in pumping, flooding and draining.

Engineering training is to include engine room watchkeeping at sea; the periods must be so arranged as to provide opportunity for this.

\**Note.*—Exceptions to this may be made at the Captain's discretion during periods of war routine or on special occasions.

23. *Air Course.*—All Midshipmen are to undergo a course of three weeks' duration in elementary Naval aeronautics in an aircraft carrier. The course is to be taken as soon as possible after attaining four months' seniority. The names of those who are unable to take the course as Midshipmen are to be specially reported to the Admiralty on discharge to shore courses, in order that arrangements may be made for them to undergo the course after appointment as Sub-Lieutenant. The routine of instruction is to be arranged by the Commanding Officer of the carrier, who will detail officers to carry it out, every opportunity being taken to give Midshipmen practical experience of work connected with aircraft. As far as possible, the course is to be held during periods of Fleet training, and, where practicable, not more than eight Midshipmen are to be included in any one course.

*Note.*—The course may be reduced to two weeks at the discretion of the Commander-in-Chief should lack of flying facilities necessitate it.

24. *Destroyer Course.*—Midshipmen serving on stations where destroyer training can be arranged are to be detailed by the Commander-in-Chief to undergo a period of three to four months' training in destroyers during the year immediately preceding their last six months' service as Midshipmen.

25. *Journals.*—A journal (S.519) is to be kept by each Midshipman during the whole time of his service as such, and is to be produced at the examination for the rank of Lieutenant. It should afford an opportunity for the officer to write clear and intelligent accounts and appreciations of current events, including Fleet exercises. It should include sketches, the number of which will depend on the aptitude and duties of the officer concerned. Compulsory sketches should not exceed two a month.

## SECTION IV.—COURSES FOR THE RANK OF LIEUTENANT.

26. The object of each course has been laid down so as to limit the extent of professional knowledge required to that which is absolutely necessary.

27. The various syllabuses have been modified, in some cases the subjects have been re-grouped, and the percentage of marks required for certificates have been revised.

28. *Objects of Courses for the Rank of Lieutenant:—*

EDUCATIONAL COURSE.—To enable the Acting Sub-Lieutenant to obtain the maximum benefit from the professional instruction he will subsequently be given.

*Note.*—During the period at R.N. College, Greenwich, acting Sub-Lieutenants are given an Introductory War Course.

## GUNNERY.

- (i) To inculcate officer-like qualities.
- (ii) To fit an officer to undertake the following duties of a Lieutenant at sea, viz. :—
  - (a) O.O.Q. of a turret or hand-worked gun.
  - (b) G.C.O. in a destroyer, sloop, etc.
  - (c) Spotting, Rate or T.S. Officer in a capital ship or cruiser.
  - (d) H.A. Control Officer.
  - (e) Officer in Charge of a platoon ashore.

## TORPEDO.

To enable an officer to :—

- (i) Have sufficient knowledge of the torpedo and searchlight armament of a ship for the purposes of control, and to carry out the duties of a Control Officer.
- (ii) Have sufficient electrical knowledge to carry out the duties of O.O.W. and O.O.Q.
- (iii) Have sufficient knowledge of explosives, depth charges, mines and P.V's. and minesweeping to perform Lieutenant's duties in a small ship.

## NAVIGATION AND PILOTAGE.

To fit an officer to carry out the navigational and pilotage duties of an Executive Officer as laid down in King's Regulation and Admiralty Instructions, Article 184, clause (2), viz. :—

*"Officers liable for Navigating Duties.*—All Executive Officers are liable to be called upon to perform navigating and pilotage duties in His Majesty's ships."

DIVISIONAL COURSE.—To fit an officer to carry out the duties of Divisional Officer and O.O.W. in his duties with personnel, and to develop characteristics of leadership and physical fitness.

SIGNAL COURSE.—To fit an officer to carry out the duty of Signal Officer in a ship.

29. The present courses are to be modified as shown hereunder :—

## GUNNERY.

Sections to be re-grouped for examination purposes as follows :—

- (i) *Officer-like qualities*, comprising section leading, field training, gun drill, turret drill and general gunnery.
- (ii) *Fire control*, comprising fire control, H.A. control, director, rangefinder and firings.
- (iii) *Material subjects*, comprising stripping, hydraulic, ammunition and machine gun.

*Percentages for Certificates.*

1st class 85 per cent. of total marks.

2nd class 75 per cent. of total marks.

3rd class 60 per cent. of total marks.

Sixty per cent. must be obtained to qualify, and a minimum of 50 per cent. in each group.

## TORPEDO.

To remain as at present laid down in O.U. 5419, Torpedo Training Manual, 1930.

*Percentages for Certificates.*

1st class 85 per cent. of total marks.

2nd class 75 per cent. of total marks.

3rd class 60 per cent. of total marks.

Sixty per cent. must be obtained to qualify, and a minimum of 50 per cent. in each group.

## NAVIGATION AND PILOTAGE.

Survey section to be deleted and sections on Tides and Meteorology combined in one section.

Sections will thus be:—

- (i) Compass.
- \* (ii) Astronomical Navigation.
- (iii) Practical Chart Work.
- (iv) Tides and Meteorology.
- (v) Ship and Fleet Work.
- (vi) Charts and Buoyage.

\* Examined at R.N. College, Greenwich.

*Percentages for Certificates.*

1st class 80 per cent. of total marks.

2nd class 70 per cent. of total marks.

3rd class 60 per cent. of total marks.

Sixty per cent. must be obtained to qualify, and a minimum of 50 per cent. in each section, except in (iv) Tides and Meteorology, where 40 per cent. minimum must be obtained.

King's Regulations and Admiralty Instructions will be amended in due course.

## APPENDIX A.

## MIDSHIPMEN.

## SYLLABUS OF INSTRUCTION AFLOAT.

## SEAMANSHIP.

*Object.*—To provide an officer with a groundwork of seamanlike knowledge.

<i>Section.</i>	<i>Instruction.</i>
I.—Rigging      ...      ...	(a) Rigging and fittings. (b) Hawsers, steel and hemp. (c) Tackles and boats falls. (d) Boat gear. (e) P.V. fittings and methods of getting in and out. (f) Sheers and derricks.
II.—Anchor Work      ...	(a) Anchor work in all its branches. (b) General knowledge of permanent moorings.
III.—Rule of the Road      ...	Thorough knowledge.
IV.—Officer of the Watch, etc.	(a) K.R. and A.I., Chapter XXXII. (b) General duties at sea and in harbour. (c) Handling the ship, effect of rudder and screws. (d) Station keeping. (e) Man overboard. (f) Life-saving apparatus. (g) Boat work. (h) Minesweeping. General knowledge of method known as the "A" sweep.

<i>Section.</i>	<i>Instruction.</i>
V.—General ...	...General knowledge of :— (a) Internal organisation of the ship's company. (b) Messing and berthing arrangements. (c) Procedure on Commissioning. (d) Stationing of hands for the principal evolutions. (e) General duties of the Accountant Branch in the ship.

VI.—General ...	...General knowledge of :— (a) Destroyer work. (b) Target work.
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#### SYLLABUS OF INSTRUCTION OF MIDSHIPMEN IN SIGNALS.

VII.—1. V/S— <i>Signal Manual.</i>	(a) Colours of flags and pendants. Uses of substitutes. (b) Plates of formations and orders. (c) Chapter I. Articles :— <table><tr><td>4</td><td>25</td><td>44</td></tr><tr><td>11</td><td>26</td><td>46</td></tr><tr><td>16</td><td>28</td><td>47</td></tr><tr><td>17</td><td>30</td><td>61</td></tr><tr><td>18</td><td>31</td><td>62 (paras. 8 to 18 only).</td></tr><tr><td>19</td><td>33</td><td>68</td></tr><tr><td>20</td><td>34</td><td>70</td></tr><tr><td>23</td><td>40</td><td>77</td></tr><tr><td>24</td><td>43</td><td>81 (in conjunction with V/S Instructions, Arts. 150 and 152).</td></tr></table> (d) Chapter II. "Use of distinguishing signals." (Fair knowledge.) (e) Chapter III. "Organisation of a Fleet." (Fair knowledge.) (f) Chapter IV. "Instructions for the conduct of a Fleet." (g) Chapter V. "Instructions for the conduct of cruisers." (h) Chapter VI. "Instructions for the conduct of destroyers and destroyer screens." (Arts. 161 to 168.) (i) Chapter VII. "Instructions for the conduct of signalling." (Arts. 182 to 187.) (j) Chapter VIII. "Manœuvring signals." (k) Chapter IX. "Instructions for the distribution of gunfire signals." (In conjunction with Aircraft Appendix—fair knowledge.) General principles only. (l) Chapter X. "Signals to be made or displayed on certain occasions." (Arts. 225 to 230, 237, 242, 245 and 252. Slight knowledge of Arts. 238, 241, 243, 246, 248 and 249.) (m) Chapter XI. "Distinguishing lights, Position lights, Speed and Helm Signals." (n) Chapter XIII. "Drafting and despatch of messages." (Arts. 282 to 286.)	4	25	44	11	26	46	16	28	47	17	30	61	18	31	62 (paras. 8 to 18 only).	19	33	68	20	34	70	23	40	77	24	43	81 (in conjunction with V/S Instructions, Arts. 150 and 152).
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19	33	68																										
20	34	70																										
23	40	77																										
24	43	81 (in conjunction with V/S Instructions, Arts. 150 and 152).																										
<i>Fleet Code, Vol. I....</i>	(a) Instructions for the use of the Fleet Code. (b) Principal meanings of flags and pendants. (c) Knowledge of arrangement of Equal Speed Signals and how to look them up. (d) General arrangement of signals and tables, and knowledge of how signals should be looked up.																											
<i>Miscellaneous</i> ...	Midshipmen should be shown all the various books and publications supplied to the Signal Department and told briefly what each contains, and by what type of ship or vessel they are used.																											

Section.	Instruction.
VII.—1. V/S— <i>continued</i> . <i>Practice Signalling</i>	(a) To make and read semaphore at the rate of 12 words a minute (to make with hand flags, and to read with hand flags and mechanical). (b) To read a standard flashing exercise at the rate of 8 words a minute.
2. W/T ... ..	(a) Appendix A to Handbook of W/T, 1931. (b) A knowledge of the naval and commercial W/T organisation on the station on which the Midshipman is serving to include method of :— (i) Communication to and from Admiralty. (ii) Communication to and from ships on other stations. (iii) Communication to and from ships on the same station. (c) General capabilities of D.F.
VIII.—Ship Construction—	
1. Construction ...	General and local stresses induced in ship's structure. Materials used and their fastenings. General disposition of structural material. Midship sections of battleship and cruiser. Compensation for local loss of strength. Supports to gun mountings. Corrosion—preservation of ships.
2. Watertight sub-division.	Transverse and longitudinal watertight bulkheads. Decks and double bottoms. Watertight sub-division of a battleship and a destroyer. Maintenance of watertight sub-division.
3. Pumping, flooding and draining arrangements.	Fresh water, salt water and sanitary services. Method of transferring oil for correction of trim or heel.
4. Ventilation ...	Systems of ventilation. Methods of ventilating living spaces, machinery spaces, wash-places, and other typical compartments. Types of open air inlets and discharges.
5. Theoretical ...	Meaning of the terms—Buoyancy, displacement, tons per inch immersion, centre of buoyancy, Centre of flotation. Curves of displacement and tons per inch. Change of mean draught on proceeding from salt to fresh water. Approximate formulæ. Types of equilibrium. Conditions for the stable equilibrium of a floating ship. Metacentric height. Typical values. Features governing heights of G. and M. Effect on rolling. Inclining experiment. General effect of free water. Trim. Moment to change trim one inch. Change of trim due to (a) shifting weight ; (b) adding or removing weight ; (c) flooding a compartment. Approximate formulæ. Stability at large angles. Curve of stability, range, stability statement. Maintenance of stability and seaworthiness. Flooding boards.
6. Protection against attack by gun, torpedo, mine and aircraft.	

<i>Section.</i>	<i>Instruction.</i>
VIII.—Ship construction— <i>continued.</i>	
7. General design...	Requirements to be met in various classes of warship. Influence of armament, protection, speed, endurance, seaworthiness, stability, strength and habitability on the design.

## SEAMANSHIP EXAMINATION.

*Examiners.*—The Board of Examiners will consist of three or more officers not below the rank of Commander, of whom one at least shall be a Captain. The Board will be appointed by the Commander-in-Chief.

*Requirements of Examination.*—To determine whether the candidate has sufficient knowledge to take charge as Officer of the Watch in a ship of war at sea, and to perform satisfactorily such duties as may be required by a Lieutenant, R.N.

<i>Examination.</i>	<i>Subject.</i>	<i>Marks allotted.</i>
I.—Rigging	... ..	Oral 75
II.—Anchor Work	... ..	Oral 100
III.—Rule of the Road	... ..	Oral 75
IV.—Officer of the Watch	... ..	Oral 150
V.—Organisation	... ..	Oral 100
VI.—General	... ..	Oral 50
VII.—Signals	... .. W/T Practical Paper	30
	Signal Paper	30
	Practical	40
VIII.—Construction	... ..	Paper 100
Journal	... ..	50
Former Service	... ..	200
		<hr/> 1,000 <hr/>

*Note.*—Papers in Signals and Construction to be set under the direction of Commander-in-Chief.

*Certificates.*

The following marks are required :—

For a 1st class certificate	... ..	85 per cent.
„ 2nd „ „	... ..	70 „
„ 3rd „ „	... ..	60 „

50 per cent. in each subject is required to pass.

A statement showing the total marks and class of certificate awarded is to be forwarded to the Admiralty.

## GUNNERY.

*Object.*—To teach the knowledge of gunnery subjects required by a Midshipman in the performance of his duties as such.

(*Note.*—The officers should receive instruction as indicated hereunder so far as may be applicable to the ships in which they are serving.)

## SECTIONS AND INSTRUCTION.

I. *Gun Drill.*

To be able to drill and take charge of the gun's crew, and to perform the duties of any number at a hand-worked gun in the ship.

To be able to line up, set and read off director instruments at the gun.

II. *Stripping.*

To understand the action of a hand-worked breech mechanism and of the component parts of the mounting at which gun drill was taught.

III. *Field Training.*

R.N. Handbook of Field Training, 1926:—

- (a) To be able to drill a section with detail in Part I.
- (b) " " " " " " " " without detail in Part II.  
Sect: 1-49, 54 and 55.
- (c) To be able to carry out Part IV, Sect: 1-20.
- (d) To understand the different formations of a platoon.

IV. *Machine Gun.*

- (a) To understand the action of a Lewis gun.
- (b) To be able to use a Vickers Machine gun (*see* Note (iii)).

V. *Ammunition.*

- (a) To be able to differentiate between the various types of shell and cartridges supplied to the ship and to know their purposes.
- (b) Manner of handling and setting fuzes with which the ship is supplied.
- (c) Method of operating the flooding, drenching and magazine ventilating systems fitted in his quarters.
- (d) Regulations relating to the use of the cooling system.
- (e) Naval Magazine and Explosive Regulations—General knowledge of Chapters I-VII.

\*VI. *Hydraulics.*

In ships with non-transferable mountings—General arrangement of the mounting.

VII. *Turret Drill.*

The principal duties of the various numbers of turrets' crews at drill.

VIII. *Rangefinding.*

- (a) Practical rangetaking.
- (b) Tests of rangefinders.

IX. *Fire Control.*

- (a) Definition of terms.
- (b) Use of instruments in the ship.
- (c) Standard method of passing orders.
- (d) Principles of range and bearing plotting.
- (e) Control procedure so far as it concerns getting essential information to main and secondary armaments.
- (f) Use of spotting rules and general knowledge of their application to a handworked armament.
- (g) Elementary knowledge of the control procedure for high angle fire, as carried out in the ship.

X. *General Gunnery.*

- (a) Responsibilities of O.O.Q. (as laid down in O.U. 5238).
- (b) General organisation of ship for action and cruising stations.

XI. *Sighting.*

- (a) Functions fulfilled by gun sights and manner of use.
- (b) Use and misuse of optical instruments.

XII. *Director.*

- (a) Knowledge of differences between director and quarters firing.
- (b) To be able to line up instruments.

XIII. *Shooting.*

Purposes of instructional appliances used in the ship. (*See* Note (ii).)

*Notes.—*

- (i) Musketry and pistol courses to be carried out at the same time as ship's company.
- (ii) Sub-calibre firing to be carried out if opportunity offers; also six rounds of full calibre at the gun at which they have been drilled.
- (iii) Annual firing with machine guns to be carried out if possible.

## TORPEDO.

*Object.*—To teach the knowledge of the torpedo subjects required by a Midshipman in the performance of his duties as such.

*Section.**Instruction.*

## I.—Torpedo Department—

To understand the functions performed by the torpedo department in relation to the general organisation of the ship.

Duties and organisation of the torpedo department.

## II.—Electrical—

To enable a Midshipman to carry out his duties:—

- (i) At action stations.
- (ii) On watch at sea and in harbour.
- (iii) At evolutions.

- (a) Operations involved in putting on and taking a dynamo off the ring main.
- (b) Outline of system of distribution of current for lighting and power.
- (c) Arrangement of main switchboard. Duties of watchkeeper.
- (d) Control of magazine and navigation light systems.
- (e) Temporary lighting. Outline of system of alternative supply of power in action.
- (f) Principle of operation of motor controllers and starters, and practical control of motors employed in the ship.
- (g) Method of switching on, preparing and adjusting searchlights for burning.
- (h) General arrangement of L.P. supply system.
- (j) General arrangement of fire, torpedo and S/L control circuits. Outline of working principles of instruments. Lining up.
- (k) General arrangement of gun firing circuits (local and director) and torpedo firing circuits.
- (l) General arrangement and brief working principles of instruments employed for internal communications. Manipulation of these instruments, including navyphone and telephone exchanges.
- (m) General rules to be observed in the handling of electrical equipment, and the necessary action in the event of fire or flooding.

## III.—Explosives—

To enable a Midshipman to carry out his duties:—

- (i) In charge of a boat in which a demolition party is embarked.
- (ii) With the organisation for landing a demolition party for service ashore.

- (a) General description and typical uses of explosives supplied to the ship.
- (b) Fitting primers and charges.

*Note.*—Practical demolition to be carried out if possible.

## IV.—Paravanes and Depth Charges—

To enable a Midshipman to carry out his duties:—

- (i) When working P.Vs.
- (ii) On watch at sea.

- (a) Outline of principles of working of P.Vs. and depth charges.
- (b) Uses of P.Vs. and depth charges.

## V.—Whitehead—

To enable a Midshipman to carry out his duties:—

- (i) At torpedo action stations.
- (ii) In charge of a boat recovering torpedoes.

- (a) General idea of the torpedo, including the war-head, pistol, collision head, and recorder, with an elementary knowledge of the functions of the various parts and fittings.
- (b) General layout of S.F. and A.W. tubes, firing arrangements, safety arrangements and air supply.



*Section.**Instruction.*V.—Whitehead—*continued.*

- (c) General idea of the performance of existing torpedoes.
- (d) An idea of the work involved in charging, preparing for running, and adjusting the torpedoes carried in the ship.
- (e) Recovery, treatment after running, handling and transport of torpedoes.
- (f) Drill at torpedo tube. If possible, "light" torpedoes should be fired and recovered by Midshipmen themselves.

## VI.—Torpedo Control—

To enable a Midshipman to carry out his duties in connection with torpedo control.

- (a) Theory of torpedo sights, T.C. discs and clear range indicators.
- (b) Restrictions on torpedo fire.
- (c) Effects of errors.
- (d) Best firing position.
- (e) Duties of torpedo control and firing officers.

*Theoretical Instruction.*

Theoretical instruction in Electricity and Magnetism should aim at consolidating principles learned at Dartmouth and amplifying them as necessary in their application to the foregoing syllabus.

## NAVIGATION AND PILOTAGE.

*Objects.*—(i) To enable a Midshipman to carry out his duties in a ship and to take the observations as laid down.

(ii) To form a practical basis for his subsequent courses as Sub-Lieutenant.

*Section.**Instruction.*

## I.—Compass

...

...

- (a) Swinging ships. Precautions before swinging. Swinging by reciprocal bearings, bearing of distant object, and by azimuths of heavenly body.
- (b) Magnetic compasses. Chetwynd's improved liquid compass and binnacle. Appliances supplied. Removal of a bubble.
- (c) Principle and use of gyro compasses used in H.M. ships.

## II.—Astronomical Navigation.

- (a) Explanation of terms in terrestrial navigation. Conversion of courses and bearings. Obtaining deviation by bearings by shore objects.
- (b) Approximate formulæ for rhumb line. Working the reckoning by traverse table and by plotting.
- (c) Mercator's chart. Meridional parts. Accurate formulæ for rhumb line.
- (d) Great Circle distance and true bearing by calculation. Description of how a ship may follow approximately the Great Circle. Composite track. General principles of construction of gnomonic charts. Method of plotting approximate Great Circle track on Mercator chart.
- (e) Explanation of terms in Astronomical Navigation. Projection of celestial sphere on planes of :—
  - (1) Observer's meridian.
  - (2) Observer's horizon.
  - (3) Equator.

Zone time. H.A.M.S. and H.A.T.S.

H.A. + R.A. = R.A.M. = H.A.M.S. + R.A.M.S.

*Section.**Instruction.*II.—Astronomical Navigation—*continued.*

- (f) General theory of position lines and the value of a single position line. Choice of bodies for fixing by a cut.
- (g) General theory of corrections to sextant altitudes of a heavenly body.
- (h) Position lines by observation of sun or star when not on the meridian.  
Position lines by observation of planet or moon when not on the meridian.  
Position line by observation of Polaris.
- (i) True bearing and deviation by altitude and time azimuths. Use of azimuth tables.
- (j) Position by two astronomical observations.
- (k) Distinction between maximum and meridian altitudes. Finding approximate zone or D.W. time of meridian passage of a heavenly body.
- (l) Finding what bodies pass meridian between two given times and which are suitable for observation.
- (m) Position line by meridian altitude of any heavenly body.
- (n) Approximate times of theoretical and visible sunrise, sunset, moonrise, moonset, and duration of twilight.
- (p) Choice of bodies for observation. Identification of stars and use of star globe.
- (q) Theory and use of sextant, Vernier, artificial horizon and station pointer.

## III.—Chronometer

- ... (a) Management and care of chronometer and watches.
- (b) Supply, stowage and safe distances from electrical appliances.
- (c) Value of daily comparisons.
- (d) Obtaining errors by W/T and time ball.  
Enumeration of other methods and their respective reliabilities.
- (e) Rating chronometers.
- (f) Calculation of the epoch.

## IV.—Meteorology

- ... General knowledge of :—
- (a) Distribution of atmospheric pressure over the earth's surface and causes of variation of such pressure.
- (b) Cause of wind and effect of the earth's rotation upon its direction.
- (c) Permanent winds. Trades. Westerlies.  
Their effect upon ocean passages.
- (d) Periodic winds. Monsoons. Land and sea breezes.
- (e) Laws of storms and elementary weather forecasting.
- (f) Synoptic charts.
- (g) Storm signals.
- (h) Currents. Principal currents of the world.  
Causes of currents.
- (i) Meteorological instruments. Barometers, mercurial and aneroid, to read, adjust and correct. Barograph.  
Thermometers, ordinary, maximum, minimum. Hydrometer.

<i>Section.</i>	<i>Instruction.</i>
V.—Surveying ... .. Nil.	
VI.—Tides ... ..	<p>(a) Elementary theory of effect of the sun and moon.</p> <p>(b) Tidal definitions.</p> <p>(c) Progress of tidal undulation.</p> <p>(d) Admiralty tide tables :—  To find the Times and Heights of H.W. at any place from—  (i) Standard Ports in Tide Tables, Part I.  (ii) Tidal Differences in Tide Tables, Part II.  (iii) From non-harmonic constants or tidal differences, as shown on pages 22–27 inclusive, Tide Tables, Part II.</p> <p>(Note.—No knowledge of harmonic constants is expected.)</p> <p>(e) Tidal streams. Practical use of tidal atlas and tides and tidal streams, British Isles.</p>
VII.—Ship and Fleet Work.	<p>(a) Definitions. Advance, transfer, etc.</p> <p>(b) Keeping the dead reckoning at manœuvres.</p> <p>(c) The mooring board and Battenberg course indicator.</p> <p>(d) Forming on a moving ship.</p> <p>(e) Anchoring on a ship already anchored.</p> <p>(f) Strategic and tactical plotting.</p>
VIII.—General Navigation.	<p>(a) Practical use of charts, sailing directions, and the various books, tables, etc., supplied.</p> <p>(b) All methods of fixing position by terrestrial objects, including W/T D.F. Shaping course. Allowance for current. Navigation in fog.</p> <p>(c) Practical use and management of all navigational instruments and appliances supplied.</p> <p>(d) Practical application of Sections VII and VIII in picket boat or drifter, as opportunity offers.</p>

*Theoretical Instruction.**Section I (c).**Section II.**Section VI.—(a), (b) and (c).*

## OBSERVATIONS.

As laid down in paragraph 17 of this Order.

## DESTROYER TRAINING.

Midshipmen serving on stations where destroyer training can be arranged are to be detailed by the Commander-in-Chief to undergo a period of three to four months' training in destroyers during the year immediately preceding their last six months' service as Midshipmen.

2. *Objects of the Training.*—The objects of this period of training are, *primarily*, to enable Midshipmen to gain experience in the duties of officers, and thereby to develop character, sense of responsibility, leadership and self-reliance. The training is also intended to give Midshipmen opportunities of putting to practical use the instruction given in their former ships, and to provide opportunities for instruction in subjects which are peculiar to destroyers and subjects in their general work which can be learnt more easily in destroyers than in large ships.

3. *System of Training.*—During the time the Midshipmen are in destroyers, their training should be directed in such a manner as to give them an insight into destroyer life and to train them to undertake the duties of Sub-Lieutenant in a destroyer. This should go a long way towards the attainment of the primary object of their appointment to destroyers. The Midshipmen are to be regarded as part complement of the destroyer, and are to be given responsible practical work to do; in addition, when time is available without prejudice to their training as officers, systematic instruction should be given in the subjects outlined in the ensuing paragraphs, but it is to be impressed on Midshipmen, on joining a destroyer, that they are expected to acquire, by their own efforts rather than by formal instruction, knowledge of all subjects which their service in destroyers affords them opportunity of studying.

4. Midshipmen are not to remain in destroyers when they are refitting.

5. Subject to compliance with the main objects laid down in paragraph 2, opportunity should be taken to give the following training and instruction:—

(a) *General Duties.*—To keep Second Officer of Watch at sea and Second Officer of Day in harbour, and as far as possible to be allowed to carry out the duties themselves. When opportunity offers, to take charge of watch drills and such duties as streaming and hauling in targets, anchor work, hoisting boats, handling wires, hoisting torpedoes, etc. To acquire a general knowledge of internal administration, accounts and victualling, divisional officers' duties, drafting Service reports, ships' fittings, anchors, cables, hawsers, boats, etc.

(b) *Tactics.*—To be given every opportunity to study tactics, and to attend discussions thereon when suitable. Handling destroyers and station keeping, conduct of destroyers during day and night attacks. Asdic screening, minesweeping. Organisation of flotilla. Flotilla and divisional movements.

(c) *General Knowledge of Ship.*—General lay-out of a destroyer, showing all compartments and their use; management of machinery under way; pumping, flooding and drainage system.

(d) *Navigation and Pilotage.*—Duties of the officer detailed for navigation in a destroyer, *e.g.*, correction of charts, working of dead reckoning, fixing the ship, strategical plotting, etc.

(e) *Gunnery.*—Destroyer gunnery organisation and fire control, the types of firings carried out by destroyers annually. To take charge of a section or a platoon when small arm companies are landed. Routine of magazine inspection in destroyers.

(f) *Torpedo and Electricity.*—Torpedo control, use of depth charges, control of searchlights, handling of H.S.M.S., the electrical equipment of a destroyer, excluding technical details.

(g) *Signals.*—Two flashing exercises a week and two semaphore exercises a week to be arranged by Captains (D) when flotilla is in company, or by Senior Officer of detached units.

6. *Reports by Commanding Officers of Destroyers.*—On conclusion of a Midshipman's service in a destroyer, the Commanding Officer is to report confidentially in writing to Captain (D) on the Midshipman's officer-like qualities, his progress in seamanship, gunnery, torpedo and navigation, and is to suggest assessments in accordance with the instructions in Form E.190. (*See also* paragraph 8 below.)

7. *Examinations.*—In order further to ascertain the progress made by the Midshipmen, flotilla oral examinations are to be arranged by Captain (D) shortly before the conclusion of Midshipmen's destroyer training periods.

8. *Record of Instruction and Progress.*—The progress of the Midshipmen, except in engineering, based on the reports of their Commanding Officers and examining officers, is to be assessed on Form E.190 by Captains (D) on conclusion of the period of training in destroyers, provided approximately three months have been served in destroyers.

9. *Reports to Commanding Officers of Midshipmen's Own Ships.*—The reports by Commanding Officers of destroyers and the results of the oral examinations are to be forwarded by Captains (D) to the Commanding Officers of Midshipmen's own ships for their information, through the usual channels, or as the Commander-in-Chief may direct. A copy at the same time is to be forwarded to the Commander-in-Chief.

10. *Reports to Admiralty.*—Reports are to be rendered to the Admiralty in all cases when Midshipmen are detailed for destroyer training, showing the names of the Midshipmen concerned and the destroyers to which they are sent, and the dates of joining and discharge.

*(Separate copies of this Order may be obtained from Secretary of the Admiralty (C.W. Branch).)*

### **\*2398.—Telegraphists and Leading Telegraphists—Drafting to Shore Wireless Stations Abroad**

(N. 3876/32.—14.10.1932.)

Owing to the shortage in the number of Telegraphist ratings, it may be necessary to draft to shore wireless stations abroad certain Telegraphists and Leading Telegraphists, who may not have performed the one year's sea-going service necessary for advancement to Leading and Petty Officer Telegraphist respectively.

2. In order to avoid undue hardship to any ratings so affected, Their Lordships have approved in principle, as a temporary measure, and subject to each case being treated on its merits, that time so served shall count as sea-going time for purposes of advancement.

*(K.R. and A.I., App. XVII, Part I, Nos. 18 and 19.)*

### **\*2399.—Confined Spaces—Investigation as to the Nature of Gases in**

(D. 6819/32.—14.10.1932.)

Investigations have been made as to the cause of a fatal accident which occurred when a workman entered a bulge compartment in one of H.M. ships before the compartment had been ventilated. These investigations appear to show that death was due to suffocation, owing to lack of oxygen in the compartment.

2. It is possible that many fatalities hitherto attributed to carbon monoxide poisoning were really due to lack of oxygen, and in such cases a considerable period might elapse between collapse and actual death. It is therefore of extreme importance that artificial respiration should be persisted in even if the individual is apparently dead on removal from the compartment.

3. Further investigations which have been made as to the composition of air in confined spaces indicate the following :—

- (i) That any paint composition containing linseed oil will, in a confined space, not only give rise to dangerous concentrations of carbon monoxide, but will also, through absorption of oxygen during drying, produce an atmosphere seriously, and in some cases almost completely, deficient in oxygen.
- (ii) That bituminous compositions and bituminous enamel, if free from linseed oil, do not give rise to any appreciable amount of carbon monoxide, nor do they cause any deficiency in oxygen, the same being true of grease paints free from linseed oil. At the same time, care will always be necessary in opening compartments coated with bituminous solutions, owing to the possibility of the presence of residual solvent, particularly naphtha, which is both toxic and inflammable.
- (iii) No carbon monoxide is evolved by mineral oil, but it is pointed out that with oil fuel and similar oils, the question of the presence of inflammable and dangerous hydrocarbon vapours in tanks, etc., would be of more practical importance than the possibility of the presence of carbon monoxide, since the precautions normally taken against these would be equally effective against any carbon monoxide which might also be present.

4. Carbon monoxide gas, besides being poisonous, may be highly explosive, when mixed with air. Care is to be taken that the regulations regarding the use of safety lamps, ventilation of compartments, etc., laid down in Article 520 of the Home Dockyard Regulations, and Article 470 of the Engineering Manual are strictly enforced. It is most important that the instructions contained in Article 470 (b) of Engineering Manual for the ventilation of compartments are complied with before any attempt is made to enter or carry out the safety tests. Attention is also drawn to Article 472 of Engineering Manual regarding apparatus for use in entering compartments containing carbon monoxide.

5. There are three possibilities whereby a respirable atmosphere with a dangerous amount of carbon monoxide could arise, viz. :—

- (i) If only a small area of the compartment had been painted, enough oxygen might be left, and carbon monoxide evolved, to make the original atmosphere dangerous.
- (ii) The compartment may have been left open sufficiently long before sealing, so as to have been partially ventilated after the paint reaction was complete, or nearly complete.
- (iii) Probably the most likely way in which death or symptoms from CO poisoning might be produced is by partial ventilation of a sealed compartment after it had been opened for inspection. The original atmosphere may have been too deficient in oxygen to support life, but owing to the compartment having been open for some time, or partially ventilated before entry, the original atmosphere is diluted with normal air to an extent sufficient for respiration, but not sufficient to reduce the carbon monoxide below a dangerous concentration.

6. The contents of this A.F.O. are to be brought to the notice of all dockyard workers.

(A.F.O. 1928/33.)

## **\*2401.—Messing in Ships Victualled on Standard Ration and Messing Allowance**

(V.488/32.—14.10.1932.)

Their Lordships have had under consideration the report of the Committee appointed to enquire into the question of messing in H.M. ships victualled on the standard ration and messing allowance system, and Their decisions on the Committee's conclusions and recommendations are promulgated in the following paragraphs for information and necessary action by Commanding Officers and Accountant Officers.

(C13735)

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2. The special additions to the standard rates of messing and victualling allowances, recommended by the Committee for certain stations abroad, have been included in the new rates of these allowances promulgated in A.F.O. 1292/32. These special additions will be subject to review at least once a year on reports furnished by the Commanders-in-Chief or Senior Officers as to local prices and conditions.

3. The standard ration system must be continued in certain classes of vessels (*see also* paragraph 12).

4. Ships of the Training Squadron for Boys, if instituted, will be messed on the standard ration system.

5. In order that the younger ratings may be better prepared to cope with the conditions of life in a standard ration ship, and with a view to the improvement of the conditions generally, the following arrangements are to be carried out :—

- (i) In general mess ships and establishments (including training establishments) a small number of young ratings should be lent for short periods to assist the cook ratings in the preparing rooms, in order that they may acquire some practical knowledge of elementary cookery.
- (ii) When practicable, experienced caterers should be detailed to all broadside messes.
- (iii) In ships bearing an Accountant Officer the system under which boys are messed by an experienced caterer should be extended to young seamen's and stokers' messes where such messes desire assistance or have difficulty in managing economically.
- (iv) In " D " class and other cruisers, where the numbers in certain broadside messes are very small, the setting up of such messes should be reduced to a minimum as being very uneconomical. Where, owing to structural limitations, it is necessary for a small number of men to be detached and form a mess, the possibility of grouping them with another mess for the purpose of catering should be considered.
- (v) Consideration is to be given to the following matters which may be of value to the men in improving their standard of messing :—
  - (a) The giving of all practicable assistance to messes in preparing meals.
  - (b) The maintenance of stock pots and issue of soup. It is impossible for a unit such as a single small standard ration mess to maintain a stock pot, and so provide soup, but, if the whole ship's company or a number of messes will " come in," it should be possible to arrange for the issue of good soups at a very small cost. Demands for any additional cooking utensils required will be favourably considered.
  - (c) Arrangements for saving of fat and dripping for use in frying. The cook staff should work in conjunction with the messes with a view to saving expense to the latter.
  - (d) Where complements admit and local conditions make it desirable, the possible utilisation of the bakery for making cakes, currant bread, etc., on a relatively large and economical scale, if sufficient messes desire them.
- (vi) In all ships messed on the standard ration system (particularly destroyers and other small craft), Their Lordships consider it very desirable that an officer, preferably a volunteer, should undertake the duty of advising mess caterers on the costing of menus and of enlisting co-operation between mess caterers themselves.

6. In ships below cruisers, Commanding and Executive Officers should give special attention to—

- (i) The efficiency of the Canteen on board, and the capability of the Manager.
- (ii) The provision of adequate and sufficiently frequent facilities for obtaining provisions on repayment (*see also* para. 9).
- (iii) The necessity for the proper regulation of rotation of issues of fresh meat to ensure that the various parts—roasts, boiling, and stewing pieces, etc.—are fairly distributed. A record of such issues should be kept.

7. The following items of provisions, at present supplied through the victualling yards to general mess ships only, will, in future, be made available also for standard ration ships for issue on repayment :—

Tinned sausages.  
 „ sardines.  
 „ herrings in tomato sauce.  
 „ tomatoes.  
 Golden syrup.  
 Sultanas.

Stocks of these articles for issue to standard ration ships will be available at all victualling yards about 1st November, 1932, and demands may be lodged accordingly.

8. The following provisions will be made available for issue on repayment in surveying ships employed on tropical stations (including the Red Sea) on occasions when these vessels are absent from a port for an extended period and the Commander-in-Chief or Senior Officer approves :—

Tinned fruits.  
 Tinned bacon.  
 Tinned baked beans.

9. Fresh vegetables (besides potatoes) may be issued, where available, as part of the standard ration. The possible extension of the present system of vegetable contracts abroad is under consideration, but, at ports where no contracts for vegetables other than potatoes exist, purchases of any suitable fresh vegetables that may be available may be made, either for issue as part of the ration, or on repayment, if this course seems more desirable in the men's interest. Such purchases should, as a general rule, be regulated by the articles being available at a reasonable price, having regard to local circumstances. Where fresh green vegetables are not available, or can only be obtained at prohibitive prices, messes are to be allowed to take up the standard ration of vegetables in the form of  $\frac{1}{2}$  lb. of potatoes and 2 oz. of haricot beans or marrowfat peas, if they so desire.

10. The question of the supply of tinned vegetables, for issue as part of the standard ration when fresh vegetables other than potatoes are not available, in ships employed as follows, will be investigated :—

- (a) On the West Coast of Africa.
- (b) In the Persian Gulf.
- (c) In the Red Sea.
- (d) On surveying duties in these and similar areas.

11. On most stations fruits of local origin are available at reasonable prices, and their introduction into the dietary as substitutes for such items as may appropriately be omitted should be considered. Under conditions of special difficulty, *e.g.*, in sloops in the Red Sea and Persian Gulf, an allowance of fresh or tinned fruits is already made by the Admiralty, and any other cases of real hardship will continue to be dealt with on similar lines.

12. The possibility of the introduction of general messing into ships of the "Queen Elizabeth" class and "D" and "Carlisle" class cruisers has received the consideration of Their Lordships. Having regard to the improvement of conditions in standard ration ships which are expected to result from the foregoing decisions, the alterations in messing rates (promulgated in A.F.O. 1292/32) and to the considerable cost of the necessary structural alterations, they have decided that the conversion of these ships to general messing cannot be approved at present.



**\*2434.—Income Tax Circular 1932-33**

(D.N.A. 985/32.—21.10.1932.)

The following regulations governing the assessment of income to Income Tax for the financial year 1932/33 are hereby promulgated for information and guidance and necessary action.

These regulations are to remain in force unless and until directions are issued to the contrary.

**SECTION I. (Introductory.)****BASIS OF ASSESSMENT.**

(1) The basis of assessment to Income Tax under Schedule E is normally the amount of the taxable emoluments for the year *preceding* the year of assessment.

In practice the emoluments of the financial year ending 31st March are adopted as the basis of assessment for the fiscal year commencing on the subsequent 6th April. In certain circumstances, however, *e.g.*, when an officer retires between 31st March and 6th April and adjustment of the assessments for the year of retirement and the penultimate year is required (*see* paragraphs 3 (e) and 4 (c)), it is necessary to have regard to the emoluments of the *fiscal* year or years involved.

(2) In cases of (a) entry or re-entry into the Service, (b) appointment as a member of the Board of Admiralty, or (c) reversion to Naval emoluments after service on the Board of Admiralty, the basis of liability is as follows:—

Year 1 (*i.e.*, year of entry, etc.). Emoluments for Year 1.

Year 2. Emoluments for Year 2. If, however, the date of entry, re-entry, appointment, or reversion was the 6th April in year 1, the assessment is to be made on the emoluments for year 1, but in such a case the taxpayer may give notice to the Chief Inspector of Taxes (*see* paragraph (6A)) within twelve months after the end of year 2 requiring the assessment to be based on the emoluments for year 2.

Year 3. Emoluments for Year 2. If, however, the date of entry, re-entry, appointment, or reversion was some date in year 1, other than 6th April, the taxpayer may give notice to the Chief Inspector of Taxes within twelve months after the end of year 3, requiring the assessment to be made on the emoluments for year 3.

Year 4, }  
and succeeding years. } Emoluments for the preceding year.

The practice as regards provisional assessments is laid down in paragraph 16.

When an office or employment ceases, *e.g.*, by reason of appointment to the Board of Admiralty, reversion to Naval emoluments after service on the Board of Admiralty, final discharge from Naval service, etc., the basis of liability for the year of cessation is the actual emoluments for that year.

The assessment for the year preceding the year of cessation will be increased where necessary to the amount of the actual emoluments for the year. (As regards assessment for the year of retirement and the year preceding that year *see* paragraph (4).)

(3) *Procedure for the assessment of officers discharged to half pay or to unemployed pay at a rate other than the full pay rate.*

- (a) In rendering their Income Tax returns all such officers should insert the amounts of their taxable emoluments for the preceding year, as provided for upon the prescribed form.
- (b) Where it happens that tax based on the remuneration of a year which is wholly or mainly at a full pay rate, will normally be deductible from the remuneration of a year in which the half pay element predominates, the Inland Revenue Department, on receipt of an application from the officer concerned, and provided that the circumstances are held to justify such a course, will be prepared, in the manner considered to be most suitable, to deal with cases of hardship by varying the rate of deduction of tax so as to meet the particular circumstances of each case. It must be clearly understood that a condition of any such postponement of collection is that arrears of tax will be collectible as soon as increased income due to an appointment on full pay admits.
- (c) Officers discharged to unemployed pay at a rate other than the full pay rate will be dealt with similarly.
- (d) Applications by officers for the concessions referred to at (b) and (c) are to be addressed to the Chief Inspector of Taxes (*see* paragraph 6A).
- (e) An officer on half pay who does not revert to employment before retirement will be regarded as having ceased permanently to be employed on the date of his discharge to half pay, and accordingly without application on his part, arrangements will be made to ensure that the tax chargeable for the year in which he is placed on half pay shall be based on his actual official taxable emoluments for that year in the same manner as if he had then been retired. This concession will be applied retrospectively, if necessary, to meet the cases of officers who may be unaware during the year in which they are placed on half pay that they will not subsequently be employed. Where an officer goes to half pay in such circumstances, and the assessment upon him is adjusted to the actual emoluments of the year as indicated above, an additional assessment will be made on the excess of the actual emoluments of the preceding year over the amount on which tax was charged for that year.

The arrangements indicated have reference to emoluments drawn from official sources only and not to private income.

(4) *Assessment of officers on retirement.*—When an officer retires, the normal basis of assessment is, or may be, subject to alteration pursuant to Section 45 of the Finance Act, 1927, in respect of the year (*see* paragraph (f) below) in which retirement takes place, the year immediately preceding, and the two years succeeding such year. The procedure adopted for giving effect to the provisions of Section 45 is as follows:—

- (a) In rendering his Income Tax return for the year in which he will retire an officer should insert the amount of his taxable emoluments for the *preceding* year, as provided upon the form.
- (b) During the period of the year for which he is on the active list he will be taxed on the basis of that return.
- (c) On his retirement, and without application on his part, arrangements will be made so as to ensure that the tax chargeable for the year in which he retires shall be based on his actual official emoluments (full pay, retired pay, etc.) for that year.
- (d) If his emoluments for the year *preceding the year of retirement* exceeded those upon which the assessment for that year was made on the normal basis, an additional assessment will be made in order that the amount of tax charged for that preceding year shall be the amount chargeable upon the emoluments actually received for that year. No adjustments can, however, be allowed under the Act where the emoluments for the preceding year in question are *less* than those upon which tax was actually charged.

- (e) For the year immediately following the year of retirement, the assessment will be based on the actual emoluments for the year. For the year next succeeding, the assessment will be based on the emoluments for the preceding year, but the taxpayer may give notice to the Chief Inspector of Taxes (*see* paragraph 6A), within twelve months after the end of the year of assessment requiring the assessment to be based upon the actual emoluments for that year. Thereafter, the assessments will be based upon the emoluments for the preceding year in the normal way. (Where, exceptionally, retirement has effect on 6th April in any year, the assessment for that year will be based upon the actual emoluments for that year. For the next year, the assessment will be based upon the emoluments for the preceding year, but the taxpayer has the option to have the assessment reduced to the actual emoluments for the year on giving notice to the Chief Inspector within twelve months after the end of the year of assessment. Thereafter, the assessments will be based upon the emoluments for the preceding year in the normal way.)
- (f) For the purpose of determining the year in which retirement takes place, the year taken is the fiscal year commencing on 6th April and ending on the following 5th April.

The arrangements indicated have reference to emoluments drawn from official sources only and not to private income.

- (5) .....

#### DEFINITIONS.

(6) For purposes of reference definitions are appended of the phrases used in the following instructions to denote the various types of "income."

"Total income" is the aggregate amount of income from every source, computed in accordance with the Income Tax Acts, less any charges thereon, and includes:—

- (a) Official income, less allowances in respect of cost of upkeep of uniform or maintenance of tools (Section IV).
- (b) Money allowances and other additions to pay which are liable to tax (*see* Appendix).
- (c) The value of official residences or quarters (*see* Appendix).
- (d) Retired Pay or Long Service Pensions (Wounds, Disability and Disablement Pensions and Gratuities are not assessable to Income Tax, and should not be included in statements of "total income").
- (e) Private income, whether taxed before receipt or not.
- (f) Wife's income.

"Charges on income" include ground rent, interest on mortgage or loan (whether secured on Property, Life Assurance Policy, Reversion or otherwise), Annuities, Patent Royalties, or other annual payments.

"Investment income" is the income derived from property, dividends, etc.

"Earned income" is normally to be taken as total Naval pay and taxable allowances, *less* the allowances for uniform expenses and tools, under Section IV of this circular.

(6A) The expression "Chief Inspector of Taxes" is to be regarded as referring to the Chief Inspector of Taxes (Departmental Claims Branch), *Department of Inland Revenue*, Cornwall House, Stamford Street, London, S.E.1.

(6B) "United Kingdom."—The expression "United Kingdom" means Great Britain and Northern Ireland only, and does not include the Irish Free State.

"United Kingdom Income Tax" means the Income Tax of Great Britain and Northern Ireland.

(6C) "Accountant Officer."—The term "Accountant Officer" is to be read as including Cashiers of Establishments.

## SECTION II.

## RATE OF TAX.

(7) The standard rate of tax is 5s. in the £ for 1932-33.

## RELIEFS AND ALLOWANCES TO AN INDIVIDUAL RESIDENT IN GREAT BRITAIN OR NORTHERN IRELAND.

(8) From the tax chargeable at the standard rate on the net income after deducting any annual charges such as ground rent and interest on mortgages or loans, the undermentioned reliefs at the standard rate (except where otherwise specified) may be claimed by individuals, provided the conditions indicated below are satisfied.

A. *Earned Income Allowance*.—A deduction of the tax on one-fifth of the net amount of any earned income will be allowed, subject to a maximum of the tax on £300.

B. *Personal Allowance*.—A taxpayer—

(a) who has his wife living with him, or

(b) who proves that his wife, although not living with him, is wholly maintained by him during the year of assessment, and that he is not entitled in computing his total income for the purposes of Income Tax to make any deduction for any sums paid for the maintenance of his wife,

is entitled to a deduction of tax on £150.

*Note*.—If an officer or man marries or becomes a widower during the course of the Income Tax year to 5th April, the full allowance of tax on £150 is allowable for that year.

Where a taxpayer's total income includes any earned income of his wife, the personal allowance of tax on £150 is increased by a sum equal to tax on *four-fifths of the amount of the wife's earned income subject to a maximum increase of tax on £45*. In these cases, therefore, the maximum personal allowance will be tax on £195. The additional allowance will, as a general rule, be made from the assessment on the wife's earned income.

In any other case, *e.g.*, a single taxpayer or a widower, a deduction can be claimed of tax on £100.

C. *Housekeeper Allowance*.—A deduction of tax on £50 can be claimed by—

(a) A widower who

(i) has resident with him a female relative\* of his or of his deceased wife, for the purpose of having charge or care of any child or adopted child of his, or in the capacity of housekeeper, or

(ii) has employed some other female person for that purpose, provided he proves that he has no female relative\* of his, or of his deceased wife, who is able or willing to take such charge or to act in such capacity.

(b) A widow who, for the like purpose, has a female relative\* of hers or of her deceased husband resident with her or, under the conditions mentioned in (ii) above, employs some other female person.

(c) An unmarried taxpayer who has living with him and maintains at his own expense his mother (being a widow or living apart from her husband), or some other female relative\* for the purpose of having the charge or care of any brother or sister of his in respect of whom the deduction for children or adopted children (*see* (D) below) is given.

The taxpayer must show that no other person is entitled to claim for the female relative or that such person, if entitled, has relinquished his claim for the year.

\* The expression "relative" here includes any person of whom the taxpayer had the custody and whom he maintained at his own expense while that person was under the age of 16 years (*i.e.*, an adopted child).

Not more than one deduction under (a) or (b) is allowable to an individual in any year and only one deduction in respect of the same female relative is allowable under (c).

D. *Children Allowance*.—Where the taxpayer has any children, step-children, or, under certain conditions, adopted children, who are living at any time within the year of assessment and (1) under the age of 16 years at the commencement of the year of assessment; or (2) over the age of 16 years and receiving full time instruction at any university, college, school or other educational establishment, he can claim a deduction of tax on £50 in respect of one such child and on £40 in respect of each subsequent child.

*Note*.—The allowance for a child is permissible for the income tax year in which the child is born.

No deduction is, however, allowed for any child or adopted child who has an income in his or her own right exceeding £50 a year, but in computing this income no account is to be taken of any income derived from a scholarship, bursary, or other similar educational endowment.

E. *Dependent Relative Allowance*.—A deduction of tax on £25 may be claimed in respect of any person whom the taxpayer maintains at his own expense and who is—

- (a) a relative of his or of his wife, and unable to maintain himself or herself by reason of old age or infirmity,
- (b) his or his wife's widowed mother, whether incapacitated or not, or
- (c) a daughter resident with him and upon whose services he or his wife is compelled to depend by reason of old age or infirmity.

The deduction under (a) or (b) cannot be allowed if the income of the dependent relative exceeds £50 a year.

The allowance is due to a female taxpayer under the same conditions with the substitution of "husband" for "wife" above.

Where two or more persons jointly maintain the dependent relative the deduction is apportioned between them in proportion to the amount or value of their respective contributions.

F. *Reduced Rate of Tax on an amount of Income not exceeding £175*.—An allowance will be made of one-half of the tax remaining chargeable at the standard rate after the allowances specified above (or such of them as the taxpayer is qualified to receive) have been made, but subject to a maximum of one-half of the tax on £175. The effect of this allowance is to reduce the tax on an amount of income not exceeding £175 to one-half of the standard rate.

G. *Life Assurance and Pensions contributions*.—From the tax remaining chargeable after the foregoing allowances appropriate to the taxpayer's claim have been deducted an allowance of Income Tax is authorised in respect of premiums paid by the claimant or his wife on policies on his or her life, subject to the following limitations:—

- (a) The total amount of premiums in respect of which allowance is to be made (exclusive of any additional premium paid to cover risks arising from war or war service abroad) must not in any case exceed one-sixth of the claimant's *total income* from all sources for the year of claim.
- (b) In the case of any policy securing a capital sum at death (whether in conjunction with any other benefit or not) the amount of premium to be allowed (exclusive of any premium paid to cover risks arising from war or war service abroad) must not exceed 7 per cent. of that capital sum, exclusive of any additional benefit by way of bonus or otherwise.
- (c) In the case of policies or contracts which do not secure a capital sum on death, the total amount of premiums to be allowed (exclusive of any premiums paid to cover risks arising from war or war service abroad) must not exceed £100, and the policies

must have been taken out not later than 22nd June, 1916. In the case of such policies or contracts effected after that date, no relief is to be allowed, except where they were made in connection with certain superannuation or pension schemes.

- (d) In the case of a deferred assurance made after 22nd June, 1916, no relief is to be allowed in respect of premiums payable during the period of deferment, except where the assurance was made in connection with certain superannuation or pension schemes.

It should be noted that, subject to the foregoing restrictions, allowance can be made for premiums which are not annual premiums, *e.g.*, a lump sum paid in respect of a single premium policy, and that the allowance is also extended to premiums paid by a wife out of her separate income for assurance on her own life or the life of her husband.

Subject to the above restrictions, the allowance for premiums paid for life assurance or contracts for deferred annuities is as follows:—

Assurances effected after 22.6.1916.	} At 2s. 6d. in the £.
Assurances effected before 23.6.1916,	
where the total income does not exceed £1,000.	

Assurances effected before 23rd June, 1916:—

Where the total income exceeds £1,000 but does not exceed £2,000—  
at 3s. 9d. in the £.

Where the total income exceeds £2,000—5s. in the £.

Under this scheme the changes in the rate of allowance at the points where the total income exceeds the prescribed limits of £1,000 and £2,000 respectively would give rise to a number of cases where the taxpayer with an income slightly under the limit of £1,000 or £2,000, as the case may be, would pay in all more tax than would be the case if his income were actually above these limits. To obviate this anomaly there is a "marginal relief" provision, under which the allowance for life assurance in respect of premiums on policies taken out on or before the 22nd June, 1916, is to be increased in such cases by an amount of tax arrived at by deducting—

- (a) tax at the standard rate on the amount by which the total income falls short of the limit of £1,000 or £2,000, as the case may be from

- (b) tax at one-fourth of the standard rate on the amount of the premiums allowable.

A preliminary condition of "marginal" relief is that the tax payable exceeds the tax which would be payable if the total income exceeded £1,000 or £2,000 as the case may be.

An allowance of Income Tax may also be made in respect of the annual amount of Pensions contribution made by a *compulsory* contributor under the Widows', Orphans' and Old Age Contributory Pensions Act, 1925

### SECTION III.

#### OFFICERS AND OTHER PERSONS ON FOREIGN SERVICE.

(9) *Income from Foreign and Dominion sources and from British Government Securities.*—The United Kingdom Income Tax law (*see* paragraph 6B) provides that a person who is *not resident* in the United Kingdom may claim total exemption from United Kingdom Income Tax on income from foreign and Dominion sources, and that a person who is *not ordinarily resident* in the United Kingdom may claim total exemption on income from certain British Government securities.\*

\* The securities to which this exemption applies are as follows:—5 per cent. War Loan; 4 per cent. Funding Loan, 1960-90; 4 per cent. Victory Bonds.

An officer or other person *serving at a foreign station*, whether on shore or afloat, *who does not maintain a residence in the United Kingdom*, and whose period of foreign service includes a complete Income Tax year (ending 5th April) may claim to be regarded as not resident and not ordinarily resident in the United Kingdom for the purpose of these exemptions. In such a case the practice of the Board of Inland Revenue is to repay British tax on Foreign and Dominion dividends and the British Government Securities referred to above, received subsequent to the date of going abroad and prior to the date of return to the United Kingdom. (*See* however, paragraph 10.)

*Where he does maintain a residence in the United Kingdom* he may claim to be regarded, during a period of foreign service as above, *as not resident* in the United Kingdom and as entitled to exemption from United Kingdom Income Tax accordingly on income from Foreign or Dominion sources, subject to the condition that exemption is lost for any complete Income Tax year, or part of an Income Tax year (*i.e.*, the period after departure in the year of departure or before return in the year of return) during which he visits the United Kingdom, however short the visit may be. (*See*, however, paragraph 10.) It should be noted that, although *not resident*, he is still regarded as *ordinarily resident* in the United Kingdom, unless the foreign service extends over a period of three years or more, and is therefore liable to United Kingdom Income Tax on any income from the British Government securities referred to above.

(10) *Income Tax Allowances, Deductions and Reliefs*.—Where the officer has no income from Foreign or Dominion sources or from British Government Securities, he is entitled to the full allowances, deductions and reliefs granted to residents in the United Kingdom (*see* Section II).

Where, however, the officer has such income the position in relation to these allowances is as follows:—

- (i) *For the year in which he departs from (or arrives in) the United Kingdom on (or from) foreign service*.—He is entitled to the full allowances, deductions and reliefs granted to residents in the United Kingdom.
- (ii) *For any intervening year during which he is not resident in the United Kingdom (see paragraph 9)*.—The tax payable is required to be calculated by the following method, which has the effect of limiting the allowances, etc., to a proportion of the full allowances, etc.
  - (a) The amount of tax that would be payable if the “total income” chargeable included income which is not liable as well as income which is liable to United Kingdom Income Tax is ascertained, taking into account any of the allowances, etc., set out in Section II.
  - (b) The tax so ascertained is then reduced in the proportion that the income which is liable to United Kingdom Income Tax bears to such “total income.” For example, if the “liable income” were £300, and the “total income” were £600, the tax actually payable would be one-half of the tax ascertained as in (a) above. If the total income is liable, the tax payable is the same amount as would be payable if the individual were resident in the United Kingdom.

(11) Temporary civilian employees (including hired wages personnel serving under agreements) holding subordinate posts at foreign stations, whether recruited in the United Kingdom or at the foreign station, will not be charged Income Tax in respect of the emoluments of their posts.

Where such employees are holding posts at a foreign station which are not of a clearly subordinate character, their liability to assessment of Income Tax will be determined according to the particular facts of their employment.

*Note*.—The Irish Free State is to be regarded as one of His Majesty's Dominions out of the United Kingdom, and any income arising in that State should be returned for assessment accordingly.

## SECTION IV.

## UNIFORM AND TOOL ALLOWANCES.

(12) Allowances are made to Naval and Marine Officers in respect of uniform expenses as follows:—

- (a) Officers of Flag Rank, Colonels Commandant and Colonels Second Commandant ... .. £40 per annum.
- (b) All other Commissioned Officers ... .. £35 „
- (c) Naval and Marine Commissioned Officers from Warrant Rank and Warrant Officers who are required to maintain their uniform at their own expense ... .. £25 „

These allowances are deductible in arriving at “total income” (*see* paragraph (6)).

They are not applicable to officers of the Merchant Navy serving in Royal Fleet Auxiliaries and Hospital Ships, to whom allowances are made in accordance with the scale adopted by the Inland Revenue Department for the Merchant Navy generally. No uniform allowance can be made in the case of Retired Officers serving in Government establishments who are not borne on Ships’ Books and are not required to wear uniform during the performance of their official duties.

With the following exceptions the eligibility of an officer for the full relief is not affected by periods during which he is in receipt of unemployed pay or half pay:—

- (a) An officer who is on unemployed and/or half pay during the whole of a financial year is not entitled to the uniform allowance relief for that year.
- (b) An officer placed on half pay with a view to retirement in due course for non-service or placed on half pay for disciplinary reasons never to be employed again, ceases to be eligible for the relief as from the date of ceasing full pay.

(13) An allowance of £5 per annum may be made from the Naval pay of Shipwright Officers and ratings of the Shipwright and Joiner branches who are required to provide and maintain their own tools.

*Note.*—Any deductions allowed under the provisions of the Income Tax Acts in respect of Uniform Allowance or Tools are to be made by reference to the amount applicable to the year upon the emoluments of which the assessment is based.

## SECTION V.

## ACCOUNTING ARRANGEMENTS.

## PART I.

## GENERAL PROCEDURE RELATIVE TO ALL TAXPAYERS IN RECEIPT OF EMOLUMENTS FROM NAVY VOTES EXCEPT WHERE OTHERWISE STATED.

(14) *Income Tax Return Forms* (Form No. 12 D).—(A) Return forms are to be issued to and are to be completed by all persons whose total income exceeds £125 per annum and below that amount if charges on income (Section D of the Form) arising from mortgage interest, etc., are involved, except in the case of the persons referred to in the first sentence of paragraph (11).

(*Civil Establishments at Home.*—*See* paragraph 30 as to restricted use of return forms.)

Except at Civil Establishments at Home, the following details are to be inserted on the title page of the form:—

- (a) *Before issue*—
  - (i) D.C.B. file number, if known.
  - (ii) Date of issue.
  - (iii) Name, Rank or Rating, Port Division and Official Number, etc.
  - (iv) The amount of provisional liability to tax for the current year based on the actual charge (or exemption, if applicable) for the prior year.



- (b) When the form has been completed by the taxpayer, the amount entered on page 2, section (b), as "Official emoluments" is to be compared with that shown in the "Remarks" column of the ledger or equivalent pay document, and the certificate to that effect, provided on the title page of the return, is to be completed accordingly.

If the taxpayer forwards his form direct to the Assessor of Income Tax as provided in section (C) below, the procedure indicated at (b) above will not be operative. Similarly, the procedure at (a) (iii) will not be applicable, and that at (b) may not always be practicable in cases dealt with exceptionally under paragraph (16).

(B) Where a taxpayer claims the reliefs indicated in Section III, he is required to furnish the following information:—

- (1) The date of appointment to the Ship or Establishment.
- (2) The date when he left the United Kingdom for service abroad.
- (3) The Foreign Station to which attached.
- (4) Whether he or his wife has a residence in Great Britain or Northern Ireland, and if so, the address of such residence and whether it is being maintained during the period of absence.
- (5) Probable date of return to the United Kingdom.

In order to avoid delay in the settlement of the liability of those entitled to relief as foreign residents, the information required as above should be sent direct to the Chief Inspector of Taxes (*see* paragraph 6A) *at the time of proceeding abroad* and should not be postponed until the next issue of Income Tax return forms.

In all cases in which the claim as a foreign resident is allowed the taxpayers concerned should similarly notify their return to the United Kingdom to the Chief Inspector.

(C) Income Tax Returns should be completed and forwarded with as little delay as possible (so that final assessments may be communicated to enable income tax to be adjusted on the correct basis as early in the year as practicable), in two series, marked (a) taxable, and (b) exempt, to the Assessor of Income Tax, Admiralty, Whitehall, S.W.1. If preferred, however, the form may be forwarded direct to the Assessor of Income Tax by the taxpayer.

When additional forms are needed, application is to be made by Accountant Officers (stating the number required) or, where necessary, by officers on half pay, to the Assessor of Income Tax, Admiralty, S.W.1.

Surplus forms (after allowing a reasonable margin for contingencies, *e.g.*, amended returns, etc.) should be returned to the Assessor of Income Tax, Admiralty.

(D) When completed forms are not returned within a reasonable period it will be necessary to charge tax in full at the standard rate without any relief, but the prior concurrence of the Assessor is to be obtained before this is done.

(E) With reference to the arrangement whereby certain officers liable to surtax are called upon by the Chief Inspector of Taxes (*see* paragraph 6A) to render their income tax returns direct to him, it should be noted that the changes in income tax law which necessitated this procedure relate solely to the completion of the return form and not to the assessment or collection of income tax. *Income tax* will accordingly be assessed and *collected by deduction from Naval emoluments as previously*. The provisional collection of tax should proceed on the basis laid down in paragraph 16 of this Circular: except in the case of taxpayers borne for pay on the books of civil establishments at home where the appropriate procedure is that laid down in Part III of this section. *Surtax* will be assessed by the Special Commissioners of Income Tax, York House, 23, Kingsway, London, W.C.2, and collected by the Accountant and Comptroller-General of *Inland Revenue*.

(15) *Amended Claims*.—If, during the course of the financial year, the taxpayer becomes entitled to additional reliefs, *e.g.*, by virtue of his marriage, the birth of a child, etc., an amended claim to reliefs should be rendered on Form No. 12 D, duly signed by the claimant. In the case of marriage the amended claim should include a declaration of the wife's income, if any, for the preceding year. The claims should be forwarded to the Admiralty through the usual channels.

No adjustment of a provisional or final assessment is to be made by reference to the additional relief claimed until the necessary authority is received from the Admiralty.

(16) *Provisional Assessments*. (Not applicable to Naval and Civilian officers at home establishments. *See* Part III of this Section.)—Pending the receipt of the final assessment (*see* paragraph 19) the Accountant Officer is to charge tax provisionally on the basis of the assessment for the preceding year. The details are to be recorded on ships' ledgers, etc., as shown in paragraph (20).

Where there was no assessment in the preceding year owing to the taxpayer not having been assessed departmentally, the Accountant Officer is to obtain the Income Tax Return of the person concerned as soon as possible and calculate therefrom a provisional assessment, observing the general rules laid down in this Circular, and is immediately to forward the Return to the Admiralty with particulars of the case and of the charges being made by him.

Such cases are:—

(a) New entries.

(b) Officers and men reverting to the R.N. after service in Dominion or Foreign Navies (excepting in the cases of R.N. officers who have been serving in exchange appointments with the R.A.N.).

(Those in category (b) are regarded as new entries for Income Tax purposes.)

The assessment in these cases should be based on current income.

In any case where a taxpayer represents that the final assessment for a previous year is clearly unsuitable for the purpose of approximate provisional assessment for the year current owing to circumstances which have materially increased or decreased his liability, the Accountant Officer is to refer his Income Tax Return to the Director of Navy Accounts for instructions without delay. If necessary on distant stations a provisional alteration of the amount of the tax charges may be made by the Accountant Officer pending receipt of the final assessment. Any such provisional alteration should be reported.

(17) *Notification of Final Assessments and Appeals*.—Every taxpayer will be notified direct by the Chief Inspector of Taxes (*see* paragraph 6A) of his final assessment to Income Tax for the year and how his liability has been arrived at. Each taxpayer on receipt from the Chief Inspector of Taxes of his final assessment should, if he objects thereto, communicate without unnecessary delay the nature of his objection to the Chief Inspector of Taxes, except in cases where the objection relates solely to the amount of taxable Naval emoluments on which he has been assessed. In such event he should represent his objection to the Accountant Officer who should communicate it, with any remarks he may have to offer, to the Director of Navy Accounts, Admiralty, S.W.1.

(18) .....

(19) *Tax Charge*.—Tax charges will be communicated on A.G. Form No. 375 (or variants) by the Chief Inspector of Taxes to the Admiralty, when they will be transmitted (in the case of ratings, via the Drafting Commander of the taxpayer's Port Division) to the Accountant Officer

concerned who should amend (a) of the provisional assessment (*see* paragraph 20) in accordance therewith and also substitute the word “final” for “provisional” (*see* paragraph 16). The deductions for the remaining quarters of the year of tax are then to be adjusted with reference to the deductions already made, so as to make the correct total deduction for the year. A form received too late for action in the fiscal year to which it relates should similarly be regarded as authority for charge, or adjustment of provisional charge already made, and the necessary debit or credit should be inserted in the ledger current at the time the form is received.

If when the Admiralty instructions regarding the tax chargeable for the year are received the taxpayer objects thereto, action should be taken as follows:—(a) if the objection relates *solely* to the amount of Naval emoluments it should be communicated at once through the Accountant Officer to the Director of Navy Accounts, tax charges on the basis of the provisional assessment being continued meanwhile; (b) otherwise the taxpayer himself should (1) immediately communicate his objection to the Chief Inspector of Taxes direct, and if he wishes to suspend the collection of the charge as notified, in favour of a continuance of the provisional charge he should (2) notify the Accountant Officer accordingly who should forthwith notify the Director of Navy Accounts that an objection has been raised and that provisional charges are being continued.

NOTES:—

(a) The Income Tax charge (normally one quarter of the total liability) is to be made on the ledger of the ship in which the person is borne for pay on the *last* day of each quarter.

(b) When officers are discharged from full pay or unemployed full pay to unemployed pay at the intermediate rate, to half pay or to retired pay, a proportion of the quarterly tax deduction should be debited on the ledger.

(c) The quarterly tax deduction against the final wages account of a taxable Naval rating discharged “dead” or otherwise is to be omitted if discharge occurs during the period 1st April to 30th September. If discharge occurs at a later date the full quarterly tax deduction is to be made in respect of the quarter during which the discharge takes place. Any adjustment arising on the accounts of ratings discharged “dead” will be effected at Admiralty on receipt of Form S.46, which should indicate tax notations (a), (b) and (c). Ratings otherwise discharged should be furnished with a certified statement of (1) tax deductible, provisional or final, (2) tax recovered to date of discharge, and (3) the taxable emoluments accrued during the current financial year (*i.e.*, Income Tax notations (a), (b) and (c)), and informed that they should apply to the Chief Inspector of Taxes for any adjustment which may be necessary. When making a claim for adjustment to the Chief Inspector of Taxes, or when circumstances necessitate the completion of a fresh return from a private residence to the local tax authority (on obtaining civil employment) the statement should support the claim or the return which should include details of the pension number and the amount of Navy Pension, if any.

(d) Arrears of tax, both debit and credit, are to be brought to account in the year of classification specified on the Notification of Tax Charge (A.G. Form 375, etc.), except when otherwise specially authorised on debit or credit letters.

Normally, tax liability is brought to assessment in the fiscal year to which it relates, but subsequently, should further liability be disclosed, it is not separately notified as such (by A.G. Form No. 375, etc.), but is included in the form issued in respect of the year then current. The amount and the year to which such liability relates is detailed thereon for (1) the information of the taxpayer, and (2) in order that the Accountant Officer in making the necessary recovery may also be in a position to determine

the amount to be provisionally charged in the ensuing year. Classification in all cases is that of the year in which the amount is brought to assessment, as shown on the form,

*e.g.*, 1932-1933, Charge £10; 1931-1932, Charge £5; Gross Charge £15.  
Classification :—1932-1933, Provisional charge for 1933-1934 £10.

The foregoing paragraph does not apply to final assessments which may be issued too late in the financial year, or soon after its close, for adjustment of charges to be effected in the Lady Quarter ledger. In such cases the necessary adjustment should be made in the Midsummer ledger.

(e) No adjustment of a tax charge is to be made in the pay accounts unless a notification of revision is received from the Director of Navy Accounts.

(20) *Tax Notations*.—The following particulars are to be recorded on ships' ledgers or other pay documents, and transmitted on all transfer lists in respect of all persons in receipt of £125 per annum (6s. 11d. a day) or over :—

- (a) Total tax deductible for the financial year then current or the word "Exempt," if applicable (followed by the word "Provisional" or "Final," as the case may be), prefixed by the letter (a).
- (b) Total amount of tax which has been deducted towards the liquidation of (a) in the financial year then current, prefixed by the letter (b).
- (c) Total taxable emoluments already credited to the taxpayer in respect of the financial year then current, prefixed by the letter (c).
- (d) After 1st April and until the taxpayer has rendered his return form for the financial year then current :—

Total taxable emoluments credited to the taxpayer in the previous financial year, prefixed by the letter (d).

Similar information for officers entered on ships' books from unemployed pay at other than full pay rate, or half or retired pay, will be furnished by the Director of Navy Accounts with the instructions for entry for pay.

Where tax exemption is operative in the case of Naval Ratings or Royal Marines, the words "Provisional" or "Final" may be omitted.

The foregoing details with the reservation against (d), whether relating to an actual assessment of tax, or to an exemption, should be reported on each succeeding ledger until superseded by the corresponding particulars relative to the next financial year.

(21) *Transfers*.—Care should be taken to ensure that a sufficient credit balance is transferred to enable the full quarterly tax deduction to be charged at the end of a quarter without bringing the taxpayer into debt.

## SECTION V—PART II.

### OFFICERS OF ROYAL FLEET AUXILIARIES.

(22) The basis of assessment hereinbefore referred to is applicable to the Mercantile Officers employed in Royal Fleet Auxiliaries who hold their appointments direct from the Admiralty (whether serving in vessels under the immediate management of the Admiralty or in vessels under commercial management), and of the hospital ship "Maine," except as regards uniform allowance. Particulars of the allowances laid down by the Inland Revenue Department for uniform expenses and food are shown in Article 77 and 78 of the Regulations and Instructions for Registered Royal Fleet Auxiliaries. Particular attention is drawn to the reference in Section I, paragraph 2, of this circular, to the basis of assessment of persons entered in the year of assessment. In such cases information should be furnished as to whether an Income Tax return form has been rendered by the officer and, if so, the address of the office to which the return was forwarded. If no return has previously been made, a form should be obtained from the officer immediately on entry into Admiralty service, particulars of any taxable income received during the year of assessment (prior to entry into Admiralty service) being shown thereon.

## SECTION V—PART III.

## CIVIL, ETC., ESTABLISHMENTS AT HOME.

(23) For all Naval and civilian officers, etc., borne at establishments at home (other than (a) Naval and Royal Marine officers and ratings borne for pay on ships' books, and (b) manual workers and others on wages, who are assessed by the local Inspectors of Taxes), the following procedure is applicable.

(24) At the *earliest possible date* after the beginning of the Income Tax year, schedules are to be prepared on Inland Revenue Department Forms No. 36A/D.C.B., which will be supplied by that department, for all persons borne for pay on the books of the establishment, whose emoluments for the previous year exceeded £125. In completing these schedules the following directions are to be observed, viz. :—

Column 1.—The D.C.B. assessment number should be inserted.

Column 2.—The D.C.B. file number should be inserted.

Column 3.—Where there is any system of reference numbers in use, these should be inserted to facilitate identification.

Column 4.—Surnames should be placed first, followed by initials. Titles and Naval ranks should be given.

Column 5.—The office or position held should be stated.

Column 6.—*See* paragraph (30).

Column 7.—The actual amount of the gross official taxable emoluments from Naval sources for the previous financial year should be inserted. Where, however, the person entered the Admiralty service on a date subsequent to the 5th April of the previous year, the amount of the estimated emoluments for the current financial year should be entered, if exceeding £125, and the figures for the period in the previous year in addition

(25) Uniform allowance (where allowable) should be shown separately.

(26) Care should be taken to include in column 7 all extraneous taxable allowances, gratuities, overtime payments, etc., paid in respect of the year in question. The value of official residences occupied during the year should also be included in the case of civilian officers entitled to civil superannuation, if the residences formed a pensionable emolument of their appointments, but the amount should be entered separately.

(27) Non-taxable allowances should be excluded. The retired pay of Naval Officers should not be included as this is assessed by the Paymaster-General, but in the case of ex-Naval ratings, etc., who draw their pensions in addition to civil pay, the amount of the pensions (other than disability pensions) should be included with a note "Includes Naval (or Marine, etc.) Pension £ : : ."

(28) On completion of columns 1, 2, 3, 4, 5 and 7, the schedules should at once be forwarded to the Inland Revenue Department (Departmental Claims Branch), Cornwall House, Stamford Street, London, S.E.1. A statement should be enclosed showing the name, official designation and full postal address of the Accountant Officer forwarding the schedules. It is important that this should be done at the *earliest possible date*, and the schedules should not be retained for the completion of isolated items as to which further investigation may be necessary.

(29) At the earliest possible date, the Inland Revenue Department will return the schedules to the Accountant Officer, showing thereon the provisional amount of tax chargeable for the year 1932-33. This provisional figure will form the basis of the quarterly tax charge for the officer concerned, until a notification of the final charge for the year is received from the Inland Revenue Department (*see* paragraph 32). Should, however, a provisional figure not have been supplied on Form 36A/D.C.B. in any case, enquiries should be made of the Departmental Claims Branch, when the required figure will be furnished.

(30) The Inland Revenue Department will also indicate in column 6 of the schedule, by inserting the letters "N.S.", cases where the issue of a return form to the officer is not required. The Accountant Officer should take steps for the early issue of return forms in cases not so marked, and the date of issue of the form should be noted in column 6 of the schedule. The return forms should show the name of the establishment from which they are issued, the date of issue, the Inland Revenue file number on the right-hand top corner, and the assessment number on the left side.

(31) After the return of the schedules from the Inland Revenue Department, they should be *retained in the establishment*, and the actual amounts of tax deducted quarter by quarter should be recorded in columns 8 to 11 of the form. Notations should also be made on the schedules as to officers entered and discharged during the year (*see* paragraphs (35) and (37) below).

(32) The final tax charge for the year will be communicated to the Accountant Officer under similar arrangements to those set out in paragraph 19.

(33) Tax notations on transfer lists, etc., should be in the form set out in paragraph 20. In cases of transfer from one establishment to another, the Inland Revenue "file number" assigned to the transferee should be given.

(34) When transfer takes place during the course of a quarter it may be desirable to make a proportionate tax deduction in effecting payment of the balance of salary to the date of transfer.

(35) The Accountant Officer of the new establishment (if an establishment at home using this system) should enter the name and office of the newly arrived officer, and the Inland Revenue Department file number and (if available) the assessment number on his schedule (columns 1, 2, 3, 4 and 5), with a note in the appropriate column as to the establishment from which the transfer was made, and the amount of tax for the current year deducted at that establishment.

(36) The Inland Revenue "file number" should be quoted on Form D.143 (Return of Discharge) in cases of final discharge from the Service from any cause, *e.g.*, death, resignation and superannuation, and the particulars set out in paragraph 20 should be given.

(37) After the end of the financial year, the Inland Revenue Department will send to the establishments lists of officers in respect of whom notifications of Income Tax chargeable for the year have been sent to the establishments concerned. These lists (called "duplicates" by the Inland Revenue Department) should be compared with the information noted on the Form 36A/D.C.B. and returned to the Inland Revenue Department, as early as possible, showing the total amount of Income Tax deducted at the establishment during the year, with explanations of any discrepancies between the amounts authorised and those actually recovered. In the cases of officers who have been discharged during the year the Inland Revenue "duplicate" should be annotated to show the amount of tax deducted and the date and cause of the officer's discharge. In cases of transfer to another establishment, the name of the new establishment should be stated. Similarly the Inland Revenue Department should be given particulars of any officers borne during the year whose names do not appear in the "duplicate," showing the dates on which they were entered in the establishment, whence they came, and the amount of Income Tax charged during the year.

#### SECTION V—PART IV.

##### CIVIL, ETC., ESTABLISHMENTS ABROAD.

(38) At establishments abroad the same procedure should be followed as laid down in Section V, Part I, for Officers of the Fleet.

(39) Wherever possible the Accountant Officer should certify on the Income Tax Return Forms that the amount of official pay, etc., stated therein is correct.

(40) In the case of officers belonging to the yard craft and of artificers and other persons on day pay relief is to be allowed at the weekly payment of wages.

(*See* also paragraph 35 as to transfers from home establishments.)

## SECTION VI.

## GENERAL.

(41) *Taxable Income not credited on Ledger.*—Marriage Allowance, which is normally not credited on ledger, is a taxable emolument forming part of Naval income. An allowance of 1s. a day is deductible from the total amount issued to the taxpayer's dependents, where official quarters are not provided. The personnel of the Shore Wireless and Shore Signal Services are mainly provided with official quarters, and in these cases the full amount of the Marriage Allowance is to be included in the return of income. It is realised that in certifying Naval emoluments as required by Section V, paragraph 14 (A) (b), the precise amount issued in respect of Marriage Allowance is not normally available from ledger records, so that where a doubt of the declaration exists, Accountant Officers should refer to King's Regulations, Appendix III, Part 2, Scale B, and to the Admiralty Fleet Order which is issued just prior to the commencement of each financial year showing the scale applicable to each year.

Any other taxable income, including the annual value of property owned, whether let or occupied by the taxpayer himself, and/or any investment income not taxed at the source, *e.g.*, Long Service Pensions of serving ratings, Profits as Messman, Band Engagements, Shoemaker's and Master Tailor's pay, interest on Bank Deposits, including deposits with the Naval Savings Bank, War Loan, etc., or from foreign and Dominion sources, should be included in the return of income made by the taxpayer. Particulars of any annual charges (*e.g.*, ground rent, mortgage interest, etc.) should be included in the space provided in the return form.

It will be realised that special care is necessary to ensure that taxable income from all sources is included in the Income Tax Return Form and entered in the appropriate section, and to exclude all or any of the non-taxable emoluments detailed in the Appendix to this Circular.

(42) *Correspondence.*—All correspondence relative to Income Tax is to be returned as soon as dealt with and not retained as enclosures to the ledger or cash account.

(43) *Casual Payments.*—Unless special instructions are received in individual cases Income Tax on casual emoluments, *e.g.*, for pilotage, Colonial allowance, officiating at Courts Martial, etc., should not be recovered by way of deduction at the time of payment. All such payments, if taxable, are to be carefully noted by the taxpayers who receive them for inclusion in their Income Tax Return Forms for the year following the year in which they are earned and they should be included in the total taxable emoluments in the Remarks column of the ledger, prefixed by the letter (c) (*see* paragraph 20). These payments should normally be made on the ledger. In any exceptional case, where payment is made through the Cash Account, special steps should be taken for the inclusion of the amount in the ledger record of the taxable emoluments.

(44) *Recovery of Tax on Untaxed Income.*—Where the amount of tax due in respect of untaxed interest is appreciable, the taxpayer may, if he so desires, have it recovered in one lump sum, either as a direct payment or by deduction.

If any taxpayer takes exception to the inclusion of items of untaxed interest in the Naval assessment, such interest will in his case be assessed locally.

## APPENDIX.

## ASSESSMENT OF MONEY ALLOWANCES AND OTHER ADDITIONS TO PAY.

1.—The following allowances and gratuities are in all cases exempt:—

(a) Victualling, Messing, Provision, and Ration allowances payable to officers and men—other than civilians—entitled to rations in kind, and Grog money paid to ratings.

- (b) Messing allowances to Gunroom and Warrant Officers messing in a superior mess.
- (c) Table allowances of Flag Officers and Commodores, and entertaining allowances.
- (d) Allowances to Overseers in lieu of office accommodation.
- (e) Vacation allowance to Masters at Dartmouth and Osborne Colleges.
- (f) Travelling and other allowances to cover expenses incurred in the discharge of official duties.
- (g) Stationery allowances.
- (h) Field allowances to officers and men employed on Military duties on shore.
- (i) Climate pay. NOT Tropical allowance (*see below*).
- (j) Gratuities for wounds and injuries.
- (k) Gratuities to Naval ratings for specially gallant actions, and to Naval ranks and ratings for the destruction of mines, etc.
- (l) Retiring gratuities to officers when not entitled to superannuation.
- (m) Outfit gratuities.
- (n) Clothing and bedding gratuities on re-engagement.
- (o) Kit upkeep allowance to Naval ratings.
- (p) Interpreters' gratuities. (It should be noted that *extra pay* as Interpreter *is* taxable.)
- (q) Disability and war gratuities.

II.—Lodging allowances to officers and men—other than civilians—are exempt except in those cases where the recipients hold appointments for a fixed or practically fixed term.

The definition of such an appointment for this purpose is contained at the end of this Circular.

III.—The following allowances are exempt only when payable at daily rates for not more than three months (91 days). If payable at annual rates they are liable to tax from the date of payment.

- (a) Allowances in lieu of houses.
- (b) Lodging money to civilians.
- (c) Subsistence allowance to dockyard officers and other persons employed at a distance from their homes and the establishments to which they are attached. If three months be exceeded, one-half the allowances will be taxed, unless two homes are maintained, in which case the full allowance will be exempt from tax.

IV.—Allowances in lieu of servants to officers at home or abroad, whether at annual or daily rates, are only exempt when paid for not more than three months.

V.—*All other gratuities, allowances and additions to pay derived from Navy funds, including Tropical allowance and other extra pay, pilotage, bonus, and marriage allowance to wives and children are liable to income tax. Marriage allowance is normally subject to a deduction of 1s. a day for assessment purposes, see paragraph (41).*

Non-taxable allowances and emoluments do not form part of the total income, and are to be omitted from the return of income in claiming deductions or relief.



## ASSESSMENT OF OFFICIAL RESIDENCES AND QUARTERS.

Persons entitled to civil superannuation, wherever serving, whose residences or quarters form a pensionable emolument of their appointments, are liable to include in their salary, wages, and other emoluments for Income Tax purposes, the value of such residences or quarters, according to the following scale, in lieu of local payment, under Schedule A, viz. :—

When in receipt of salaries or wages :—

of and above £500	...	...	...	...	...	£75 a year.
of £300 and under £500	...	...	...	...	...	£50 „
of £210 and under £300	...	...	...	...	...	£35 „
under £210	...	...	...	...	...	not more

than one-sixth of the total amount of the salary, wages, and other pensionable emoluments.

*Note.*—As House allowances have been temporarily increased by 40 per cent., with effect from 1st April, 1920, the value of official residences, where such residences are held on a pensionable basis, should be similarly increased from the same date.

Naval officers and other persons not entitled to civil superannuation, who occupy residences or quarters within the British Isles belonging to the Crown, are liable to assessment to Income Tax under Schedule A locally on the value of such residences or quarters.

The value of an official residence or quarters, whether fixed in accordance with the above scale or assessed locally under Schedule A, is to be declared in all claims in respect of deductions or relief made by the occupants. Relief in respect of earned income (*see* Section II, paragraph 8A) will be allowed in respect thereof.

## ASSESSMENT OF LODGING ALLOWANCE IN THE CASE OF OFFICERS AND RATINGS—OTHER THAN CIVILIANS.

1. Officers and men of the Royal Navy and Royal Marines who are in receipt of lodging allowance, and who hold appointments for a fixed or a practically fixed term, are subject to tax in respect of the allowance.

2. For this purpose any appointment in which lodging allowance is drawn continuously for a period in excess of 91 days is to be regarded as held for a fixed term, and any appointment in which lodging allowance is drawn continuously for any period not exceeding 91 days is to be regarded as temporary. Thus :—

- (a) An officer who receives lodging allowance for more than 91 days continuously in respect of two successive appointments, each of which is held for a period not exceeding 91 days, would not be liable to tax.
- (b) An officer who has drawn lodging allowance continuously in a fixed appointment for (say) two years, and then, without any intermission, receives a temporary appointment for a period not exceeding 91 days, would be exempt from tax in respect of the second appointment.
- (c) An officer, the term of whose appointment exceeds 91 days, but who receives lodging allowance continuously for a period of 91 days or less, because continuity of appointment is broken by admission to a Naval hospital or by detached duty, would not be liable to tax in respect of such period.

3. As an exception to the rule in the preceding paragraph, Income Tax will not be charged on the lodging allowance of officers undergoing the following courses which normally exceed 91 days, in view of the greater liability in the case of officers undergoing these courses of being appointed elsewhere without notice :—

Senior Officers' War Course.

Accountant Officers' Technical Course.

### NAVAL OFFICERS SERVING UNDER FOREIGN GOVERNMENTS.

The position in regard to the payment of United Kingdom income tax by British Naval officers, serving outside the United Kingdom under foreign governments, is in general similar to that of officers on foreign service, which is explained in paragraphs (9) and (10) of Section III of this Circular.

2. Emoluments which are ultimately borne by the foreign government under which the officer is serving are normally regarded as income from a foreign source. (The fact that, for reasons of convenience, payment of the emoluments in respect of service under a foreign government may, in certain instances, be made by an agent of the British Government abroad on behalf of the foreign government concerned, does not affect the position.)

3. For any income tax year for which an officer is regarded as not resident in the United Kingdom, his liability will be calculated as explained in sub-paragraph (ii) of paragraph (10) of this circular, the emoluments which are ultimately borne by the foreign government being regarded as income not liable to United Kingdom income tax.

4. For any income tax year for which an officer is regarded as resident in the United Kingdom, liability to United Kingdom income tax arises in respect of so much of the emoluments from the foreign government as is remitted to, brought into, or received in the United Kingdom.

5. Upon the final return to the United Kingdom of an officer who has for the period of his service abroad been regarded as not resident in the United Kingdom, liability to United Kingdom income tax may arise in respect of the amount of any emoluments from the foreign government which are remitted to, brought into, or received in the United Kingdom on or after the date of arrival, but such liability is limited so that the officer is not charged on more than the emoluments payable for the period from the date of arrival to the date of cessation of that source of income.

6. *If any further information is desired in a particular case, application should be made to the Chief Inspector of Taxes (see paragraph 6A).*

7. It should be noted that the statement frequently included in the contracts for the loan of British Naval officers to foreign governments that the salaries payable are "subject to no deductions whatever for tax" (or similar wording) is designed only to safeguard the officers from the payment of taxes to the authorities of the foreign country concerned, and has no reference to their liability for payment of United Kingdom income tax, the position in respect of which is set out above.

### \*2618.—Entertainments in Naval Establishments

(N. 4324/32.—11.11.1932.)

Their Lordships have decided that the use of naval establishments at Home for entertainments such as dances, whist drives, concerts, etc., which are advertised publicly and for which an entrance fee is charged, is undesirable on account of the injustice thereby caused to professional entertainment caterers.

2. The holding of such entertainments should therefore be discontinued.

3. This Order does not prevent approval being given to entertainments which are held by invitation and are not publicly advertised, or to entertainments held solely with the object of raising funds for a charity.

### 2658.—Fleet Air Arm—Deck Landing Training

(C.W. 9864/32.—18.11.1932.)

The following instructions, which have been agreed between the Admiralty and the Air Ministry, are issued regarding:—

*INITIAL* deck landing training.

*REFRESHER* deck landing training.

*CONVERSION* deck landing training.

*NIGHT* deck landing training.

2. *INITIAL Deck Landing Training.*—

- (i) Training should only be carried out under good weather conditions, and in the vicinity of a shore aerodrome, so that if the Commanding Officer of the carrier is not satisfied with the accuracy shown by a pilot, he can be ordered to return to base.
- (ii) A pilot is not to be allowed to attempt a solo landing until he has passed out satisfactorily in a dual control instructional aircraft, embarked for that purpose.
- (iii) Before actually making a landing, a pilot should do a series of approaches, flying low over the deck, but not landing. He will continue to do this until the Commanding Officer is satisfied that he is reasonably accurate, when the affirmative flag will be shown and the pilot may then land on.
- (iv) The number of landings considered necessary to qualify a pilot in deck landing is left to the discretion of the Commanding Officer of the carrier, but this should never be less than four.
- (v) When an officer undergoes his deck landing training afloat, and qualifies or fails as a deck landing pilot, the fact is to be reported on R.A.F. Form 424.

3. *REFRESHER Deck Landing Training.*—If for any reason a Fleet Air Arm pilot, R.A.F. or R.N. has been absent from full flying duties in the Fleet Air Arm or has been serving in a floatplane flight for a period of three months or over, or has not deck landed for six months, the following arrangements for him to receive refresher deck landing training are to be made before he deck lands on a carrier. This will also apply to an R.A.F. officer who, after completion of initial deck landing training, has remained in his parent unit for three months or over before he is selected for posting to a Fleet Air Arm flight.

- (a) He is to be given supervised *aerodrome* dummy deck landing training. If in home waters, this will be given by "C" Flight, R.A.F. Base, Gosport. If abroad, it may be necessary to wait until a suitable Fleet Air Arm flight is disembarked.
- (b) The Commanding Officer of the base will, in all cases of Fleet Air Arm pilots carrying out refresher deck landing training, exercise great care before reporting that a pilot is ready to attempt deck landing. Should the length of absence from the duties of deck landing, previous accident or any other cause make it appear desirable that the full *initial* deck landing training outlined in paragraph 2 above should be given, the Commanding Officer of the base should report accordingly.
- (c) The Commanding Officer of a carrier will ensure that all pilots, on completion of their refresher deck landing training, carry out the procedure outlined in paragraph 2 (iii) above before they actually land on deck.

4. *CONVERSION Deck Landing Training.*—A pilot having converted to a new type of aircraft (*vide* paragraph 804 of K.R. and A.C.I.) will, before landing it on the deck of a carrier, receive refresher deck landing training, as in paragraph 3 above.

5. *NIGHT Deck Landing Training.*—

- (a) Fleet Air Arm pilots will be trained in night deck landing as opportunity offers.

Pilots should not in normal circumstances be permitted to commence their night deck landing training until they have completed:—

- (i) 50 day deck landings;
- (ii) 20 night landings at a shore base;
- (iii) 40 hours day or night flying in the type of aircraft to be night landed.

- (b) The Commanding Officer of the shore base will ensure that each pilot is accurate in his night landings on the aerodrome before reporting to the Commanding Officer of the carrier that he is fit to commence night deck landing training.
- (c) When pilots are being trained in night deck landing, the carrier should be in the vicinity of a shore aerodrome, weather conditions should be good, with an easily visible horizon.
- (d) Commanding Officers of carriers should make the necessary arrangements to give pilots who have been off night deck landing for lengthy periods, some night landings at an R.A.F. base, prior to landing on a carrier.
- (e) If a second destroyer is available, she should be stationed 40° on the port bow of the carrier. This will give some assistance to aircraft taking off the deck, but is of no practical value when aircraft are making their approach to land on.
- (f) Advantage should be taken of the instrument flying courses at certain shore bases, which greatly increase the accuracy of pilots when night flying.

### 2708.—Officers, Royal Marines, Serving Afloat—Examination for Promotion

(C.W. 9793/32.—25.11.1932.)

The following arrangements are to apply to examinations for promotion of Royal Marine Officers serving afloat.

2. Examinations are to be conducted as laid down in the King's Regulations for the Army and the Army Reserve, so far as applicable, and, in order that they may be complied with, extracts from these regulations are given in the Schedule.

3. Officers are in all cases, when practicable, to attend the Army Board assembled at the port or station where their ship may be at the time, the Fleet or Squadron R.M. Officer taking all necessary steps for the attendance of candidates. Names of Officers forwarded to the military authorities are also to be reported to the Adjutant-General, Royal Marines.

4. *Should it not be practicable for Officers serving in H.M. Ships to appear before an Army Board*, arrangements will be made for their examination in subjects (b) and (d) on board. In such cases, application is to be forwarded to the Adjutant-General, Royal Marines, through the usual Service channels, for examination papers, to enable the examination to be conducted afloat, the circumstances in which Officers are unable to appear before an Army Board being stated. Such application should be made in sufficient time to arrive at the Royal Marine Office, Admiralty, before 1st January for the March examination, and 1st August for the October examination.

In forwarding the names it should be stated in which subjects each Officer is desirous of being examined. In the case of Officers desirous of being examined in sub-heads (b) (iii) and (d) (iii), the selected campaign should also be stated.

5. The necessary examination papers, index numbers, etc., will be dispatched to the Commander-in-Chief concerned, in sufficient time for the examinations to be held on the same dates as those conducted by the Army Boards.

6. A supply of the following forms will, in each case, be forwarded by the Adjutant-General, Royal Marines:—

Army Form A.2.—(Proceedings of Board).

Army Book 4.—(Answer Book for examinations).

Printed Envelopes.—(For return of worked papers to the Director of Staff Duties, War Office, together with the certificates mentioned in Appendix X, King's Regulations for the Army and the Army Reserve).

7. The Commanders-in-Chief concerned will arrange as far as possible for the conduct of the examination on the lines indicated in Appendix X, King's Regulations for the Army and the Army Reserve.

8. Subheads (b) (i) and (d) (i) each consist of a paper in two parts which must be taken together. If, however, an officer has previously failed in one part only, that subject may be taken alone.

9. Amendments to the King's Regulations for the Army and the Army Reserve quoted herein will be published in Admiralty Fleet Orders from time to time as they are promulgated by the War Office.

#### SCHEDULE.

#### EXTRACTS FROM THE KING'S REGULATIONS FOR THE ARMY AND THE ARMY RESERVE, RELATING TO THE EXAMINATION OF ROYAL MARINE OFFICERS IN SUBJECTS (A) TO (D), FOR PROMOTION UP TO THE RANK OF MAJOR.

" 856. To be eligible to attend any examination for promotion to Captain or Major an Officer must have attained the rank of Lieutenant or Captain respectively. A candidate will apply for examination to his Commanding Officer, who will forward the application to the General Officer Commanding through the usual channels. No candidate may attend a written examination in subject (b) or (d) until he has passed in subject (a) or (c) as the case may be.

" 859 (a). A G.O.C. will forward, so as to reach the War Office not later than 1st February and 1st September in each year (commands abroad, 1st January and 1st August), a return, in duplicate, on A.F. B.2053, of all Officers in his command who wish to be examined in subjects (b) and (d).

" (b) An Officer will not, as a rule, be examined in a command other than the one in which he is quartered.

" 863. Examination in subjects (b) and (d) will be held at such centres as G.Os.C. may determine, commencing on the last Monday in March and the third Monday in October in each year. Should Easter Monday fall in the week in which the March examination would normally be held, the examination will commence on the second Monday in that month."

#### APPENDIX X.

*(Referred to in paragraphs 850-868.)*

#### PROMOTION OF OFFICERS AND INSTRUCTIONS FOR THE CONDUCT OF EXAMINATIONS.

##### I.—TESTS FOR PROMOTION.

The subjects of examination, detailed from (a) to (d) in II below, in which Lieutenants and Captains are required to qualify before being considered for promotion to higher rank are:—

LIUTENANT FOR PROMOTION TO THE RANK OF CAPTAIN.

SUBJECTS—(a) PRACTICAL.

(b) WRITTEN.

CAPTAIN FOR PROMOTION TO THE RANK OF MAJOR.

SUBJECTS—(c) PRACTICAL.

(d) WRITTEN.

## II.—SYLLABUS OF EXAMINATION SUBJECTS.

In the written examinations, the marks gained by a candidate in any paper are liable to a deduction not exceeding 10 per cent. for bad spelling, illegible handwriting, marked irrelevancy or lack of clear and concise expression.

The Field Service Pocket Book may be used at all examinations, written and practical, but not for answering oral questions.

### SUBJECTS (a) TO (d).

SUBJECT—(a) DUTIES IN THE FIELD (PRACTICAL AND ORAL).

#### LIEUTENANTS FOR PROMOTION.

Consisting of a tactical exercise in the field without troops, embracing a knowledge of Cavalry, Artillery, Infantry and Tank Training, Field Service Regulations, Map Reading, Field Works and Military Hygiene, and based upon the command of a company or equivalent unit.

SUBJECT—(b) WRITTEN EXAMINATION.

#### LIEUTENANTS FOR PROMOTION TO CAPTAIN.

SUB-HEAD (b) (i) ONE PAPER IN TWO PARTS. (Candidates will be required to qualify in Part I and Part II.)

*Part I.—Organisation and Administration of the Royal Marines and of an Army Battalion in the Field.*

Time allowed—2 hours.

Marks allotted—200.

*Note.*—No reference books, except the Field Service Pocket Book, will be allowed for answering Part I.

#### *Royal Marine Organisation.*

A detailed knowledge will be required of the duties of a Company Commander in peace and war, and of the organisation of a Royal Marine detachment on board ship.

A general knowledge will be required of—

- the titles and scope of the official publications which concern the administration of the Corps;
- the general system of the organisation and administration of a Royal Marine Division, including the Royal Fleet Reserve.

Candidates will be set questions of the following general nature, *e.g.* :—

- discipline, arrest and military custody, investigation of charges, summary and minor punishments;
- organisation of training and education;
- extensions of service, re-engagements and transfers;
- pay and messing;
- clothing and equipment;
- hygiene and sanitation;
- vocational training, civil employment on leaving the service;
- drafting arrangements.

#### *Army Organisation.*

- Supply of food and ammunition in the field in advance of railhead;
- evacuation of sick and wounded;
- pay in the field;
- billets, bivouacs, camps, and their sanitation;
- damages and requisitions in the field.

#### Books recommended—

Books to be in possession of officers as laid down in General Standing Orders for the Royal Marine Forces and the Royal Marine Training Manual.

*Part II.—Military Law.*

Time allowed—1½ hours.

Marks allotted—100.

The Manual of Military Law, King's Regulations for the Army and the Army Reserve and Pay Warrant will be allowed for answering Part II of this paper. These books may not contain any additions whatever other than amendments made by Army Orders and amendments to the Army Act notified from time to time in Army Council Instructions.

Candidates should have sufficient knowledge of the arrangement of the Manual of Military Law (including the Army Act and Rules of Procedure) King's Regulations and the Pay Warrant to solve the problems likely to arise in the course of their duties.

Questions may be asked on the following subjects:—

enlistment;

offences and punishments, arrest, investigation of charges, power of C.O.;

courts martial—preparation of case, evidence, convening of court, procedure at trial, confirmation;

penal deductions from pay, redress of wrongs, courts of inquiry;

billeting;

duties in aid of the civil power.

**SUB-HEAD (b) (ii) IMPERIAL MILITARY GEOGRAPHY.**

One paper.

Time allowed—3 hours.

Marks allotted—300.

The geography of the Empire, including the military importance of its climates, natural resources, physical features, communications and frontiers, and the general influence of foreign States on British strategy.

**SUB-HEAD (b) (iii) MILITARY HISTORY.**

One paper.

Time allowed—3 hours.

Marks allotted—300.

A general knowledge of the outline of the selected campaign and a study of the strategy and tactics employed during the period will be required in order to answer this paper.

The object is to illustrate the principles laid down in official manuals by actual events that have taken place in war, and to test the candidate's knowledge of these principles, and power of applying them, while discriminating between the methods by which they are applied during the campaign in question, and the methods by which they would be applied at the present time.

It is not necessary that candidates should commit to memory a number of dates and the exact strength and composition of the forces engaged.

Where the campaign to be studied consists of general and special periods, candidates will be required to have a knowledge of the tactics employed in the special period, while questions on the general period will be mainly of a strategical nature. Normally 75 per cent. of the questions for Captains will be taken from the general period, and 75 per cent. of the questions for Lieutenants from the special period. Both periods will be included in a single 3-hour paper.

The campaigns selected and the books recommended for study will be notified periodically in Army Orders.

## SUB-HEAD (b) (iv) TACTICS, MAP READING AND FIELD WORKS.

One paper.

Time allowed—3 hours.

An additional half-hour to study the map is allowed at the beginning.

Marks allotted—300.

Candidates examined at home and abroad, except India and Burma, will work on British War Establishments. Candidates in India and Burma will work on Indian War Establishments.

The paper will be based upon the command of a company or equivalent unit in the field and will include questions on the tactical handling of the unit in co-operation with other arms; map reading and field works.

The paper will be designed to test the candidate's ability to apply his knowledge of the subject-matter contained in—

Field Service Regulations, Volumes I and II.

Manual of Field Works (All Arms).

Manual of Map and Photo Reading and Field Sketching.

Training Manuals of the various arms.

## SUBJECT (c) DUTIES IN THE FIELD (PRACTICAL AND ORAL).

CAPTAINS FOR PROMOTION TO MAJOR.

Consisting of a tactical exercise in the field without troops, embodying the employment of a mixed force of all arms, for example, some or all of the following:—a troop of cavalry, a battery of artillery, a section of engineers, an infantry battalion and a section of armoured cars. The exercise will be of such a nature as to test the candidate's capabilities of appreciating a situation, making a definite decision, and issuing his orders briefly, clearly and quickly. The exercise will also deal with the administration and supply of the force and the methods of preserving the health and maintaining the morale of the troops.

## SUBJECT (d) WRITTEN EXAMINATION.

CAPTAINS FOR PROMOTION TO MAJOR.

SUB-HEAD (d) (i) ONE PAPER IN TWO PARTS. (Candidates will be required to qualify in Part I and Part II.)

*Part I.—Organisation and Administration of the Royal Marines and of an Army Battalion in the Field.*

*Note.*—No reference books, except the Field Service Pocket Book, will be allowed for answering Part I.

Time allowed—2 hours.

Marks allotted—200.

The same syllabus as (b) (i), Part I, except that candidates will be expected to show a detailed knowledge of the duties and powers of a Commanding Officer in peace and war.

Questions may be asked on the following subjects on Royal Marine organisation not included in the syllabus for (b) (i), Part I:—

- records;
- messing, canteens, local funds and institutes;
- sources of supply of personnel, material and horses;
- mobilisation and reserve regulations; pay ledgers;
- returns affecting personnel.

Books recommended—

As laid down for (b) (i), Part I.



*Part II.—Military Law.*

Time allowed—1½ hours.

Marks allotted—100.

(*Note.*—The Manual of Military Law, King's Regulations for the Army and the Army Reserve and Pay Warrant will be allowed for answering Part II of this paper. These books may not contain any additions whatever other than amendments made by Army Orders and amendments to the Army Act notified from time to time in Army Council Instructions.)

In addition to the syllabus laid down for (b) (i) Part II, candidates should have a general knowledge of:—

History of military law; relation of officers and soldiers to civil life; employment of troops in aid of civil power; law and usages of war (Chaps. II, XII, XIII, and XIV, Manual of Military Law).

**SUB-HEAD (d) (ii) DEVELOPMENT AND CONSTITUTION OF THE BRITISH EMPIRE  
IMPERIAL MILITARY GEOGRAPHY.**

One paper.

Time allowed—3 hours.

Marks allotted—300.

A general outline of the development and constitution of the various parts of the Empire.

The geography of the Empire; including the military importance of its climates, natural resources, physical features, communications and frontiers, and the general influence of foreign States on British strategy.

**SUB-HEAD (d) (iii) MILITARY HISTORY.**

One paper.

Time allowed—3 hours.

Marks allotted—300.

The syllabus for this paper will be the same as for Sub-head (b) (iii).

**SUB-HEAD (d) (iv) TACTICS, MAP READING AND FIELD WORKS.**

One paper.

Time allowed—3 hours.

An additional half-hour to study the map is allowed at the beginning.

Marks allotted—300.

Candidates examined at home and abroad, except India and Burma, will work on British War Establishments. Candidates in India and Burma will work on Indian War Establishments.

The paper will be based upon the command of a battalion or equivalent unit in the field and will include questions on the tactical handling of the unit in co-operation with other arms. Map reading and field works.

The paper will be designed to test the candidate's knowledge of his duties as a leader in the field in accordance with—

Field Service Regulations, Volumes I and II.

Manual of Field Works (All Arms).

Manual of Map and Photo Reading and Field Sketching.

Training Manuals of the various arms.

**SUB-HEAD (d) (v) ESSAY.**

One paper.

Time allowed—2 hours.

Marks allotted—300.

A short essay on a military subject. A choice of three subjects will be given.

The object of this examination is to test the ability of a candidate in writing a military paper, and in expressing his conclusions with conciseness and brevity in a soldier-like style.

### III.—GENERAL INSTRUCTIONS FOR THE CONDUCT OF EXAMINATIONS.

#### 1. EXAMINATION IN SUBJECTS (a) AND (c) PRACTICAL.

##### (i) *Composition of Examining Boards.*

For an examination in subject (a) or (c), the board will consist of a president, not below the rank of Colonel for subject (c), and not below the rank of Lieutenant-Colonel for subject (a), and members not below the rank of Major. When an Officer not below the rank of Colonel is not available for subject (c), a substantive Lieutenant-Colonel may be appointed president. In addition to the president the board will consist of one member for every three candidates.

The proceedings of the boards will be dealt with as follows:—

- (i) In the case of an examination in subject (a) or (c), the president of the board will forward the proceedings and results (on A.F. B.109) to the G.O.C., who, if satisfied that the examination has been conducted in accordance with the regulations, will sign the certificate on A.F. B.109. If any irregularity has occurred, the G.O.C. will decide whether the examination is to be annulled.
- (ii) The G.O.C. will report the results of examinations in subjects (a) and (c) to the War Office, without delay, on A.F. B.109, together with a copy of the scheme and, in the case of examinations abroad, a map.

The names of Officers who have qualified will be notified in command orders, and such notification will be the authority for recording an Officer as qualified in subject (a) or (c). Each Officer will be furnished by his C.O. with a certified copy of the notification.

The proceedings of the boards will be retained at the Command Headquarters.

The board will not award 8 or more marks in subjects (a) or (c) unless they consider that the result should count towards a "Special Certificate."

#### 2. EXAMINATION IN THE WRITTEN SUBJECTS (b) LIEUTENANTS AND (d) CAPTAINS.

##### (i) *Composition of Supervising Boards.*

Boards to supervise the examinations will consist of a Lieutenant-Colonel as president and two Field Officers as members. When there are less than 24 candidates at any sitting the board may consist of a president and one member only. If no Officer of the rank of Lieutenant-Colonel is available, a Field Officer of lower rank may be appointed as president, and the command order convening the board should state "No Officer of the rank of Lieutenant-Colonel available."

##### (ii) *Instructions for the guidance of Supervising Boards.*

Officers supervising an examination are required not only to adhere strictly to every detail of the instructions given below, but also to give their undivided attention to the exercise of supervision throughout the examination.

The examinations will commence on the last Monday in March and the third Monday in October. Should Easter Monday fall in the week in which the March examination would normally be held, the examination will commence on the second Monday in that month. Candidates, on the first day on which they attend for examination, will report themselves half an hour before the time fixed for its commencement, to receive and sign for their Index Numbers, and also to have their seats allotted them by the board.

2. The order of examination will be as follows :—

<i>Day.</i>		<i>Hours.</i>	<i>Subject.</i>
Monday	... ..	1400 to 1600	Sub-heads (b) (i) Part I and (d) (i) Part I.
		1615 to 1745	Sub-heads (b) (i) Part II and (d) (i) Part II.
Tuesday	... ..	1000 to 1300	Sub-heads (b) (iv) and (d) (iv).
		1430 to 1730	Sub-heads (b) (iii) and (d) (iii).
Wednesday	... ..	1000 to 1300	Sub-heads (b) (ii) and (d) (ii).
		1430 to 1630	Sub-head (d) (v).

§ *Note.*—Examination papers will be issued at 0930 to allow study of map. A.Bs. 4 will be issued at 1000, before which hour no writing will be permitted.

3. Whilst under examination candidates are to be placed at least six feet apart, and no Officer is to be examined in any subject or sub-head except at the time specified above, except in the case of centres abroad, when, owing to climatic conditions, alterations may be necessary, but each sitting should be of the duration laid down for the paper, and the papers should be taken in the order shown. Any alteration of hours or days should be noted in the proceedings of the board.

4. The board will, as indicated above, assign seats to candidates in order of Index Numbers. Each candidate will occupy the same seat throughout the examination, unless otherwise ordered by the board, who may make any necessary change.

5. The sealed packets containing the examination papers are not to be opened by the president of the board until the time fixed for the examination in the subject concerned, and then only in the presence of the candidates.

6. All the Officers constituting the board are to be present during the entire examination. Should the number of candidates at any sitting fall below 24, the president may dispense with the services of one member. They must on no account give any opinion to the candidates as to the meaning or correctness of any word or sentence contained in the examination papers.

7. At the commencement of each attendance at which any candidates are taking their first paper, the president of the board will read out the certificate mentioned in paragraph 15 (ii) to the candidates, and will inform them that they will be required to furnish the certificate at the close of their examination.

8. The Index Number assigned to each candidate (paragraph 1) must be recorded plainly upon each A.B. 4,\* map or sketch. The instruction on the cover of A.B. 4 must be strictly adhered to.

\* The president of the board will ascertain, before the commencement of the examination, that a sufficient supply of A.B. 4 has been sent to the examination room.

The name of a candidate under examination must on no account appear on any A.B. 4 paper, map or sketch handed in by him.

The answers to Parts I and II of sub-heads (b) (i) and (d) (i) will be written in separate Army Books 4, and marked accordingly.

9. Candidates should not be permitted to speak to each other or to communicate with any person in the room, except with a member of the board, and, with that exception, strict silence is to be observed in the examination room.

10. At the beginning of each attendance the President of the Board will warn candidates, in the presence of an independent witness (who may be a member of the Board), that any candidate detected in the examination room in the possession of a book or MS brought with him for his assistance (except the Field Service Pocket Book and the books allowed for the military law examination (b) (i) and (d) (i), Part II), or in copying from the papers of another candidate, or in permitting his own papers to be copied, or in attempting to give or receive assistance of any description, will be disqualified. His examination will be discontinued, and the circumstances reported.

11. For examination in sub-heads (b) (ii) and (iv), and (d) (ii) and (iv), besides drawing materials and instruments, candidates will bring coloured pencils with them.

12. Candidates may not leave the room during the hours of examination without finally giving up their papers. No candidate will be allowed to leave within the first half-hour, nor will a candidate who arrives after another has left be admitted.

13. The examination papers will be distributed and the replies collected by a member of the board at the appointed hours. Any candidate, however, who may have finished his replies on any subject before the hour named may deliver them to a member of the board.

14. At the close of the examination in each subject, the board will see that all papers are marked with the correct Index Numbers, and, after having marked on the attendance list the number of books, maps, etc., handed in by each candidate, will at once place them, unfolded, in the large envelopes supplied for the purpose by the Director of Staff Duties. These envelopes will then be secured, sealed, and marked as follows:—

*Rank.* (Captain, Lieutenant.)

*Subject or Sub-head*.....

*Station* .....

*Signature of President of Board*.....

Each envelope should contain a list of the Index Numbers (without names) of the candidates whose papers are in it. This list should be signed by a member of the board. The Captains' papers must not be put in the same envelope as that containing Lieutenants' papers, and the papers for each subhead must be placed in a separate envelope.

The president, or member of the board detailed by him, will not allow the envelopes out of his own possession, but he will, after ascertaining that they are securely fastened and sealed, post them himself to the War Office.

15. The proceedings of the board will be recorded on A.F. A.2, and forwarded to the Director of Staff Duties, War Office, accompanied by the following certificates and documents:—

- (i) A certificate that the prescribed order of examination has been strictly observed, that each member of the board has been present during the entire examination, and that no candidate received any assistance during the examination from books or other sources beyond those sanctioned in paragraph 10.
- (ii) A certificate, signed by the President of the Board and the independent witness, that the warning contained in paragraph 10 was read to candidates before the beginning of each attendance.
- (iii) Lists of candidates examined (on A.F. B.2053), with their signatures and addresses.
- (iv) The attendance lists.

16. The G.O.C.† will add a list of Officers who have been permitted to withdraw or who have absented themselves from the examination, together with the reason in each case.

† *Note.*—To be done by the president of the board, in the case of examinations afloat.

17. The proceedings of the boards will be dealt with as follows:—

In the case of subjects (b) and (d) the G.O.C. will transmit the proceedings to the War Office. The G.O.C. will be furnished with lists of successful and unsuccessful candidates from the War Office. The names of those Officers who have passed or gained a special certificate will be notified in command Orders, and such notification will be the authority for recording an Officer as qualified in those subjects. Each Officer will, in addition, be furnished by the War Office with a list of the marks he has obtained, and such communication may, if necessary, be produced as an authority.

## IV.—STANDARD OF QUALIFICATIONS.

The proportion of marks required for a “pass” and for obtaining a “special certificate” will be as follows:—

## PASS.

Subject (a) ... ..	‘6 in the aggregate.
Subject (b) ... ..	‘5 in (b) (i) Part I, (b) (i) Part II and in each other sub-head.
Subject (c) ... ..	‘6 in the aggregate.
Subject (d) ... ..	‘5 in (d) (i) Part I, (d) (i) Part II and in each other sub-head.

## SPECIAL CERTIFICATE.

Subjects (a) and (b) ... ..	‘8 in the aggregate of each subject.
Subjects (c) and (d) ... ..	‘8 in the aggregate of each subject.

To obtain a special certificate, the candidate must:—

- (i) have been recommended by the board at the practical examination at his first attempt.
- (ii) take the whole of subject (b) or (d) at the same examination and pass in each sub-head at the first attempt.

**2851.—***Issued Confidentially.*

**\*2941.—Additional Promotions to Paymaster Captain**

(C.W. 10001/32.—23.12.1932.)

In view of there being no retirements of Paymaster Captains for age during 1933, special approval has been given for two promotions to that rank to be made each half year in 1933.

2. These officers will be additional to establishment and will be absorbed into the establishment as officers are placed on the retired list in 1934, *et seq.* Officers promoted subsequently will similarly commence their service as Paymaster Captains as “additional” officers until all are gradually absorbed by 1st January, 1936.

3. Until absorbed in the establishment of Paymaster Captains, such “additional” officers will be entitled to all the privileges of their substantive rank, except that—

- (a) during employment they will receive pay as Paymaster Commanders, unless holding an appointment for which the rank of Paymaster Captain is authorised by complement, and
- (b) during periods of unemployment they will receive unemployed pay or half pay as Paymaster Commanders.

**2947.—***Issued Confidentially.*

**\*2951.—Customs Duties—Concession in respect of certain Household and Personal Effects, and Antique Articles**

(N.L. 4265/32.—23.12.1932.)

By law all dutiable articles imported into the United Kingdom are liable to Customs duty, and must be declared and produced to the Customs Officers, but, in practice, the duties are not at present levied in respect of certain household effects, viz., furniture and articles of domestic use imported by a householder on a *bona fide* transfer of residence to the United Kingdom, nor in respect of certain personal effects, viz., articles ordinarily required by a passenger for his own private use.

2. This concession is limited in each case to articles which—

- (a) have been in the owner's possession and use abroad for an appreciable period of time and which are not imported for other persons or for sale.
- (b) by reason of their character, or number, or value, are deemed to be appropriate to the owner in his capacity of householder or traveller as the case may be.

3. Consumable articles such as wines, spirits, tobacco, etc., and motor cars, motor cycles, and cinematograph films of the standard width 1½ in. are outside the scope of the concession.

4. In the case of household effects, and personal effects not accompanied by the owner, the concession is conditional upon the articles being duly declared and produced to the Customs Officer at the port of importation and to the production of satisfactory declarations by the owner as to the facts of ownership, use, and intended use in forms approved for the purpose. Similar conditions apply in regard to personal effects duly declared and produced by the owner, but the Customs Officer may dispense with written declarations in respect of such effects if he is satisfied with the owner's verbal representations as to the facts.

5. *Antique Articles*.—Customs duties are not charged on goods (other than spirits or wines) which are proved to the satisfaction of the Customs authorities to have been manufactured or produced more than 100 years before the date of importation.

## 1933

### 5.—Payment of Colonial Allowance during Short Periods in Hospital or on Detached Duty or Leave

(C.W. 9777/32.—6.1.1933.)

Officers who are in receipt of Colonial Allowance may be permitted to retain the allowance during short periods of absence from their normal place of duty, when admitted to hospital or on detached duty or leave, for a period not exceeding 30 days provided that, if not in occupation of official quarters, they retain and pay for their lodgings.

2. In special circumstances where an officer is absent, otherwise than on leave, for a period exceeding 30 days and the Commander-in-Chief is satisfied that the expenses incurred at his normal place of duty necessarily continue during his absence, Colonial Allowance may be paid for a further period of 2 months, *i.e.*, up to 91 days in all, either at the full rate or at a reduced rate appropriate to the circumstances at the discretion of the Commander-in-Chief.

3. Any payment of Colonial Allowance beyond 30 days is to be supported by an explanatory statement on Form S.14.

### 150.—*Issued Confidentially.*

### \*215.—Stoker Ratings—Training in High Power Electricity—REPORTS

(N. 3250/32.—27.1.1933.)

#### "A" COURSE—FOR STOKERS, 1st CLASS, AT SEA.

The following revised instructions embodying previous orders on the subject are issued for guidance in the training at sea of Stokers, 1st Class, in high power electricity, in all battleships, battle cruisers, large aircraft carriers and cruisers in full commission :—

- (i) The course to be known as H.P.E. "A" Course, should consist of 10 days' instruction in accordance with the syllabus given in paragraph 2 below, *vide* also paragraph 3 below.

(C13735)

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- (ii) Training classes to consist, if possible, of four Stokers, 1st Class, in heavy ships and two or three in cruisers (depending on size). Stokers selected for the course to be taken from those undergoing training in the operation of auxiliary machinery, as and when they can be spared by the Engineer Officer.

During the period of the training class these ratings should, if possible, when not under instruction, be attached to the motor section of the torpedo party, so as to gain experience in care and maintenance duties.

- (iii) Training classes should, as far as possible, be continuous.

- (iv) Sixty-five per cent. of marks in the examination should be taken as the standard for passing, but this will be subject to review after experience of the standard attained.

The examination is considered important and ratings who show special aptitude should be noted.

The notations H.P.E. (A) for Stokers who have passed the training class and "H.P.E. (A) Recommended" for those who show special ability, should be made on history sheet S.1246A in the section "Record of Examinations, Courses and Certificates."

When Stokers qualify "H.P.E. (A)" or "H.P.E. (A) Recommended," their names are to be reported on Form S.161.

## 2. Syllabus of training course at sea. Length of course, 10 days.

<i>Day.</i>	<i>A.M.</i>	<i>Course.</i>	<i>P.M.</i>
1	Conductors and insulators. Units of electrical measurement, ohm, volt, ampere. Instruments used for measurement. Voltmeter, ammeter.	Simple cell, Daniell type, for explanation of elementary theory. Menotti cell—use of. Secondary batteries, pointing out that they must not be spilled and must be kept charged up.	
2	Distinguish between conductors and insulators by testing for continuity and insulation. Use of cell tester, each man doing actual tests.	Elementary principles of magnetism and electro-magnets. Galvanometer, ammeter, voltmeter.	
3	The dynamo. Work up from the bar magnet, coil and galvanometer, to rotating coils. Explain the functions of commutation. Names of parts of dynamo.	Supply of power from dynamo to ring main. Functions of switchboard. Visit dynamos and switchboard.	
4	Distribution of power from ring main to circuits. Necessity for fuses and overloads, and functions of boxes and breakers.	Examine fittings of distribution system.	
5	Motors. Simple theory and construction. Types of Service machines. Necessity for starters and controllers.	Examine motors and starters and controllers. Demonstration of starting and stopping motors and precautions with same.	
6	Earth finding. Effect of an earth on a particular machine and on the rest of the system. Testing and balancing with bridge megger.	Demonstration of location of earths. What is done at switchboard and outlying positions.	
7	Emergency H.P. supply arrangements. Care and maintenance of motors. Recognition of possible serious faults.	Make taped junctions.	
8 and 9	Join up with the motor party.		
10	Resumé.	Oral examination. 65 per cent. marks required to qualify.	

3. Whenever possible, arrangements should be made for men, on completion of the "A" Course, to be employed for a period of at least a month on the duties of Stoker (Electrician).

### "B" COURSE—FOR LEADING STOKERS.

#### *Syllabus and Standard Required.*

The syllabus of the "B" Course in High Power Electricity for Leading Stokers, carried out in H.M.S. "Vernon," H.M.S. "Defiance," and at the M.T.E., Chatham, is set out below.

Length of course—20 days.

#### *Course.*

<i>Day.</i>	<i>A.M.</i>	<i>P.M.</i>
1 to 5	School work on the simple theory of Electricity, including simple examples.	
6 to 20	Lectures to cover the syllabus as shown below.	Simple practical work and demonstrations of matters dealt with in the lectures.

#### *Knowledge Required.*

To understand and be able to locate simple faults on motors, starters and controllers.

Thorough knowledge of care and maintenance of all electrical machinery under the charge of the Engineer Officer.

General theoretical knowledge of the above motors and their circuits.

Good knowledge of the high power supply system of the ship.

Knowledge of packing glands and making temporary junctions.

Good knowledge of the manner of shifting large and small armatures.

Good knowledge of the parts and working of motor breakers and capability to recognise faults in connection with them.

To be able to connect up and run submersible pump and starter.

Good knowledge of the effect of earths on gear in the Engineer Officers' charge and also the effect of earths on other parts of the ship.

Good knowledge of the use of fuzes and overloads.

Good knowledge of emergency supply arrangements.

65 per cent. is required to qualify.

2. Experience in the torpedo schools shows that an undue proportion of Leading Stokers have failed lately to achieve the required standard. This is considered to be due largely to the lack of appreciation by the men concerned of the value of electrical knowledge to their future career, both in and out of the Service.

3. It is most desirable that in selecting Stokers for instruction in high power electricity, preference should be given to men who display keenness and aptitude for electrical work, and that their interest should be fostered from the commencement of their training at sea.

4. Every endeavour should be made to select only those Leading Stokers for "B" Course who have been through the "A" Course.

5. Those Leading Stokers who obtain over 85 per cent. and 75 per cent. on qualifying at the end of the "B" Course, will gain 4 months and 2 months respectively, on being placed on the roster for Stoker Petty Officer, but during the transitional period, a man who obtains over 85 per cent. is not to be advanced on the roster above a man who has obtained over 85 per cent. in a previous examination, and a man who obtains less than 85 per cent., but more than 75 per cent., is not to be advanced above a man who has obtained less than 85 per cent., but more than 75 per cent. in a previous examination.

6. Reports are to be forwarded through the Administrative Authority by ships in which Leading Stokers qualified in High Power Electricity are borne, stating whether their standard of knowledge is satisfactory, and making any recommendations which they may consider desirable with regard to the instruction at present given in the Torpedo School.



**267.—Regulating Branch—Transfers.**

(N. 1/33.—3.2.1933.)

With reference to Appendix XVII, Part I, No. 122, King's Regulations and Admiralty Instructions, it has been decided as a temporary measure to allow Acting Petty Officers or equivalent ratings to transfer to Acting Regulating Petty Officer, if eligible in other respects.

*(K.R. and A.I., App. XVII, Part I, No. 122.)***\*332.—Acting Sub-Lieutenants' Courses—REPORT**

(C.W. 1000/33.—10.2.1933.)

The undermentioned Midshipmen, who are due for promotion to Acting Sub-Lieutenant on 1st May, 1933, are to be examined in seamanship and discharged to undergo the Educational Course at the R.N. College, Greenwich, commencing on Thursday, 4th May, 1933. (Officers are to join by p.m. Wednesday, 3rd May, 1933.) Midshipmen serving in ships on foreign stations are to be discharged to England in sufficient time to take a fortnight's leave before joining the College.

2. Attention is particularly drawn to the instructions contained in King's Regulations and Admiralty Instructions, Article 263.

3. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch).

4. Individual appointments will not be promulgated in the Daily List of Appointments, nor will personal appointments be sent to the officers, except when deviation from the programmes becomes necessary. Commanding Officers are to take steps to ensure that officers concerned who are serving in ships under their command at the date of receipt of this Order are made acquainted with its details.

5. Officers are to be placed on ships' books for the periods indicated as follows :—

Greenwich Course	...	...	...	...	H.M.S. "President."
Gunnery Course	...	...	...	...	„ "Excellent."
Divisional and Signal Course	...	...	...	...	„ "Dryad" for A and C Groups.
					„ "Excellent" for B Group.
Navigation and Pilotage	...	...	...	...	„ "Dryad."
Torpedo Course	...	...	...	...	„ "Excellent."

6. The undermentioned special gear will be required when undergoing the Divisional and Signal Course :—

White flannel shirt and trousers.

Plain white singlet for P. and R.T.

White sweater.

Uniform boots, *not* shoes.

## GROUP "A"

Name

Ship

Courses

M. B. P. Francklin ...	H.M.S. "Nelson"	<i>R.N. College, Greenwich.</i> Begins Thursday, 4th May, 1933. Ends Thursday, 21st December, 1933. Officers to join by p.m. Wednesday, 3rd May, 1933.
C. H. Crombie ...		
B. G. D. Bordes ...		
T. B. J. D. Butler ...		
R. W. Hughes ...	H.M.S. "Warspite"	<i>Gunnery Course.</i> Begins Monday 8th January, 1934. Ends Friday, 30th March, 1934. Officers to join by p.m. Sunday, 7th January, 1934, and to be accommodated in H.M.S. "Excellent."
R. G. L. Pennell ...		
J. C. M. Harman ...		
C. H. S. Wise ...		
R. W. B. Lacon ...	H.M.S. "Malaya"	<i>Torpedo Course.</i> Begins Monday, 9th April, 1934. Ends Friday, 18th May, 1934. Officers to be accommodated in H.M.S. "Excellent."
J. A. Ievers ...		
N. E. L. Baxter ...		
N. G. Hallett ...		
G. C. Newcombe ...		
R. P. G. Wilson ...		
G. M. Onslow-Ford ...	H.M.S. "Valiant"	<i>Navigation Course.</i> Begins Monday, 21st May, 1934. Ends Friday, 29th June, 1934. Officers to be accommodated in H.M. Navigation School.
J. B. Marjoribanks ...		
O. J. R. Nicholls ...		
E. T. L. Dunsterville ...		
H. R. B. Newton ...		
A. A. Mowbray ...		<i>Divisional and Signal Course.</i> Begins Monday, 2nd July, 1934. Ends Friday, 27th July, 1934. Officers to be accommodated in H.M. Navigation School.

## GROUP "B"

Name

Ship

Courses

A. P. Northey ...	H.M.S. "Dorsetshire"	<i>R.N. College, Greenwich.</i> Begins Thursday, 4th May, 1933. Ends Thursday, 21st December, 1933. Officers to join by p.m. Wednesday, 3rd May, 1933.
J. S. Manning ...		
J. E. B. Smith ...	H.M.S. "Royal Sovereign"	<i>Gunnery Course.</i> Begins Monday, 8th January, 1934. Ends Friday, 30th March, 1934. Officers to join by p.m. Sunday, 7th January, 1934, and to be accommodated in H.M.S. "Excellent."
M. F. Wykeham-Martin ...		
D. F. Biddulph ...		
B. Gore-Booth ...		
C. Cambell-Meiklejohn ...		
J. E. Mammatt ...		
J. A. C. Henley ...	H.M.S. "Shropshire"	<i>Navigation Course.</i> Begins Monday, 9th April, 1934. Ends Friday, 18th May, 1934. Officers to be accommodated in H.M. Navigation School.
M. F. Somerville ...		
C. S. Battersby ...		
R. L. Johnston ...		
A. J. G. Evans ...		
S. R. Le H. Hobson ...		
D. G. Clutterbuck ...	H.M.S. "Sussex"	<i>Torpedo Course.</i> Begins Monday, 21st May, 1934. Ends Friday, 29th June, 1934. Officers to be accommodated in H.M.S. "Excellent."
D. R. N. Murdoch ...		
J. R. Wilson ...		
N. Scott-Elliott ...		
		<i>Divisional and Signal Course.</i> Begins Monday, 2nd July, 1934. Ends Friday, 27th July, 1934. Officers to be accommodated in H.M.S. "Excellent."

## GROUP "C"

<i>Name</i>	<i>Ship</i>	<i>Courses</i>
		<i>R.N. College, Greenwich.</i> Begins Thursday, 4th May, 1933. Ends Thursday, 21st December, 1933. Officers to join by p.m. Wednesday, 3rd May, 1933.
G. P. Darling ... P. M. K. Griffiths ... A. H. Boyd ...	H.M.S. "Enterprise"	
D. V. Whinney ... S. B. Bintley ... P. E. O'Brien ... P. N. Humphreys ...	(late H.M.S. "Kent") H.M.S. "Devonshire"	<i>Torpedo Course.</i> Begins Monday, 8th January, 1934. Ends Friday, 16th February, 1934. Officers to be accommodated in H.M.S. "Excellent" and to join by p.m. Sunday, 7th January, 1934.
J. N. G. Grace ... A. F. Ingram ... J. W. H. Bennett ... W. F. B. Webb ... E. F. Baines ...	(late H.M.S. "Cornwall") H.M.S. "Devonshire"	<i>Gunnery Course.</i> Begins Monday, 19th February, 1934. Ends Friday, 18th May, 1934. Officers to be accommodated in H.M.S. "Excellent."
R. L. Caple ... B. S. Pemberton ... H. Winter ... H. S. Barber ...	H.M.S. "Devonshire"	<i>Navigation Course.</i> Begins Monday, 21st May, 1934. Ends Friday, 29th June, 1934. Officers to be accommodated in H.M. Navigation School.
B. Jewkes, R.C.N. ... P. E. Haddon, R.C.N. ... R. A. Webber, R.C.N. ...	H.M.S. "York"	<i>Divisional and Signal Course.</i> Begins Monday, 2nd July, 1934. Ends Friday, 27th July, 1934. Officers to be accommodated in H.M. Navigation School.

### \*335.—Medal of the Order of the British Empire and Meritorious Service Medal—Conditions of Award

(N. 2101/28.—10.2.1933.)

The medal of the Order of the British Empire may be awarded to Royal Naval and Royal Marine personnel (A) for gallantry and (B) for meritorious service.

#### A.—THE MEDAL FOR GALLANTRY

This medal, for which all ranks and ratings are eligible, will be awarded for acts of gallantry performed in peace time, or in time of war when not in action. Where such acts are performed by officers who are eligible by rank for appointment to Classes of the British Empire Order, the question whether a recommendation should be made for the award of the Order or the medal will be considered on the merits of each case.

#### B.—THE MEDAL FOR MERITORIOUS SERVICE

This medal can be awarded only to Chief Petty Officers, Petty Officers, Non-Commissioned Officers and men. It is designed to reward specially distinguished or meritorious service of a high standard; and no person should be recommended for it unless he has either performed special service of a high degree of merit, such as the discharge of special duties superior to his ordinary work; or has discharged in a highly meritorious manner his ordinary duties, where these have entailed work of a dangerous or specially trying character. Something more than faithful or zealous performance of ordinary duties is required.

In consequence of the institution of the medals of the British Empire Order, the award of the Meritorious Service Medal, as authorised by His Majesty's Order in Council of 14th January, 1919, "for arduous and specially meritorious service either afloat or ashore not in action with the enemy or for a specific act of gallantry in the performance of duty when not in the presence of the enemy" will cease, and this latter medal will in future be granted as provided in Article 801, clause 3, of the King's Regulations and Admiralty Instructions.

### **\*336.—Regulating Branch Ratings in Sloops**

(N. 3713/32.—10.2.1933.)

Regulating Petty Officers drafted to sloops as Acting Masters-at-Arms (unpaid) are to be granted the acting unpaid rate from the date of embarkation. They are normally to relinquish the acting rate on relief, but an Acting M.A.A., ordered passage direct to the United Kingdom on relief in company with ratings from his own ship, may retain the acting unpaid rate until his arrival at his dépôt.

### **\*377.—Commissioned Gunners, Commissioned Gunners (T) and Commissioned Boatswains—Retention beyond age of 50**

(C.W. 879/33.—17.2.1933.)

Owing to the large number of age retirements of officers of the Gunner's Gunner (T) and Boatswain branches in the immediate future, it is anticipated that the number of qualified candidates for promotion to these ranks will be insufficient to meet wastage. In these circumstances the Admiralty contemplate, as a temporary arrangement, the retention on the Active List, beyond the age of 50, of Commissioned Gunners, Commissioned Gunners (T) and Commissioned Boatswains, who volunteer to do so, under the following conditions :—

- (a) Full pay to be on the ordinary scale, *i.e.*, without extension beyond the increment allowed "after nine years."
- (b) Time to count for increase of retired pay, but subject to the existing maximum (£250 a year standard rate).
- (c) Officers retained beyond 50 to be ineligible for promotion to Lieutenant on the Active List.
- (d) The period of retention to be subject to the requirements of the Service and at the discretion of the Admiralty up to a maximum of 5 years, with a minimum of one year.

2. The names of any Commissioned Gunners, Commissioned Gunners (T) and Commissioned Boatswains, who will attain the age of 50 during the period of two years commencing 1st April, 1933, are prepared to volunteer for further service under the above conditions and can be recommended as in all respects suitable for further service, should be forwarded to the Admiralty as soon as possible through the usual channels.

3. Lieutenants are ineligible for retention after 50 under this scheme, and any officers volunteering who are promoted to that rank would then cease to be so eligible.

### **381.—Passenger Flights in British Service Aircraft by Naval and Royal Marine Personnel**

(C.W. 1266/33.—17.2.1933.)

Their Lordships desire that every encouragement should be given to officers and men of all branches to obtain experience of flying, where it is clear that such experience may be of benefit to the Service, and with this object in view certain arrangements have been made with the Air Council.

2. Commanders-in-Chief and Senior Naval Officers may accordingly authorise flights in Service aircraft for any officer or rating under their command with the exception of cadets or boys in training establishments. Where the Commander-in-Chief or Senior Naval Officer has no aircraft under his control or available, arrangements for such flights may be made with the appropriate R.A.F. authority; these arrangements, however, are to be at the convenience and discretion of the latter, and no expectation is held out that such flights can be given to large numbers.

(C13735)

3. The Commander-in-Chief or Senior Naval Officer is to satisfy himself that the experience gained will be of benefit to the Service before authorising each flight. Any officer or rating thus authorised to fly must be on duty at the time, *i.e.*, not on leave, and the flight is not to be undertaken for amusement or convenience.

4. Officers and ratings proceeding to R.A.F. stations for such flights are to have certificates signed by their Commanding Officers, stating that they are required to fly.

5. These instructions do not apply to—

- (a) Officers holding R.A.F. commissions.
- (b) Observer Officers.
- (c) Telegraphist Air Gunners.
- (d) Naval ratings borne in lieu of airmen (A.C.H. general duties).
- (e) Naval ratings detailed additional as aircraft crew in ships other than carriers.
- (f) Other officers and men ordered to make casual flights under King's Regulations and Admiralty Instructions, Article 35b.
- (g) Shipwright Officers and Engine Room Artificers whilst undergoing courses of instruction in the repair and maintenance of aircraft at R.A.F. establishments.

Special authority of the Commander-in-Chief or Senior Naval Officer is not required for flying carried out by personnel in these categories.

6. In the event of Naval or Royal Marine personnel being killed or injured as a result of an accident while embarked during an authorised flight, retired pay, pensions, etc., will be awarded under the regulations governing cases of injury, etc., attributable to the Service. These awards will not be made in the event of accidents occurring during unauthorised flights.

#### 442.—*Issued Confidentially.*

#### 446.—**Courses in Parachute Packing at the Home Aircraft Depôt, Royal Air Force, Henlow, Beds.**

(N. 4941/32.—24.2.1933.)

It has been approved for certain Naval officers and ratings serving in aircraft carriers and other ships carrying aircraft to be sent to the Home Aircraft Depôt, Royal Air Force, Henlow, Beds., for a course in parachute operation, packing and maintenance.

2. The course will be of approximately 8 working days for officers and 12 working days for men.

The numbers approved to be trained are as follows:—

Aircraft carriers	...	...	...	1 officer and 3 selected A.Bs. of the H.Q. Flight.
Catapult ships	...	...	...	The pilot of each aircraft and the T.A.G., where carried. If no T.A.G. is carried, an A.B. is to be selected for the course.

3. In aircraft carriers, the Senior R.A.F. officer is to be responsible to the Commanding Officer for the correct packing and maintenance of parachutes. In ships other than carriers the Senior Pilot will carry these responsibilities.

4. Commander-in-Chief, Home Fleet, is to arrange direct with A.O.C., Coastal Area, for the officers and men affected in the ships of the Home Fleet to undergo the parachute courses.

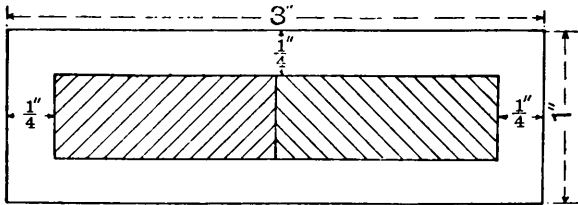
5. Commanding Officers of ships commissioning for service abroad are to communicate their requirements to A.O.C., Coastal Area, in order that their personnel may undergo the course before departure for a foreign station. Where it is necessary to provide reliefs for parachute personnel abroad, arrangements should be made with A.O.C., Coastal Area, for the reliefs to take the parachute course before their departure.

6. It is desirable that at least four weeks' notice should be given to A.O.C.C.A. in order that vacancies in the courses may be allocated to the Fleet Air Arm.

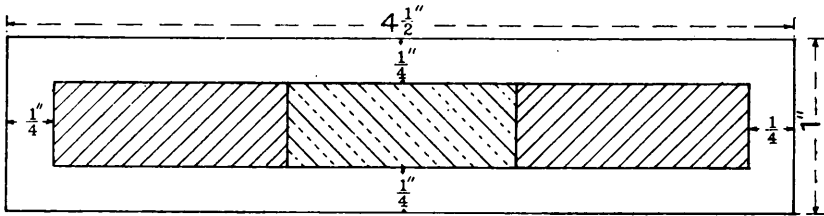
**\*447.—Medal Ribbons**

(N.L. 1328/30.—24.2.1933.)

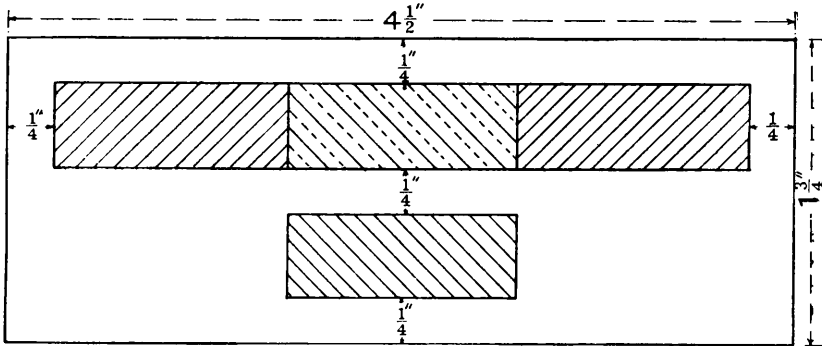
The accompanying diagram (E.F.O. 70/30) illustrates the manner of wearing medal ribbons by Chief Petty Officers, Petty Officers and men (*see* clause (6) of Section VI of the Uniform Regulations for Chief Petty Officers, Petty Officers, Men and Boys of the Fleet and for Boys in the Training Establishments).



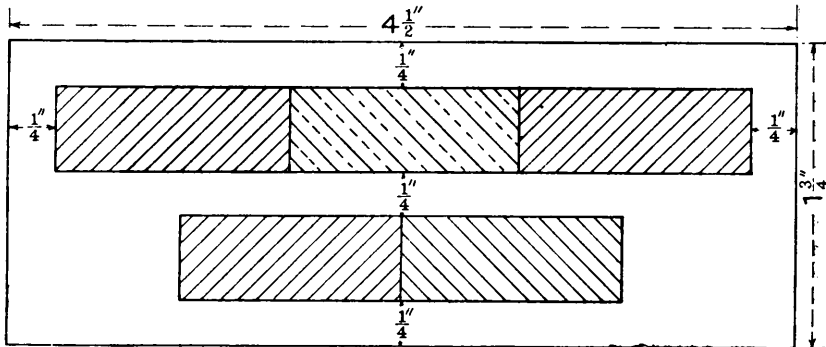
Two Ribbons



Three Ribbons



Four Ribbons



Five Ribbons

(E.F.O. 70/30.),

**448.—Dangerous Drugs Act and Dangerous Drugs  
(Consolidation) Regulations, 1928**

(N.L. 3711/31.—24.2.1933.)

The following orders are issued in order to observe as far as possible in H.M. ships and Naval Establishments the precautions prescribed by the Regulations made under the Dangerous Drugs Acts with regard to the provision and distribution of—

- (a) raw opium, coca leaves and Indian hemp, and
- (b) Morphine, cocaine, ecgonine diamorphine (heroin), acetyldihydrocodeinone (acedicone) and their respective salts, medicinal opium, and any extract or tincture of Indian hemp, and any preparation, admixture, extract or other substance containing any preparation of diamorphine, or containing not less than one-fifth per cent. of morphine (the morphine to be calculated as anhydrous morphine) or one-tenth per cent. of cocaine or ecgonine, or any proportion of acetyldihydrocodeinone.

**SECTION A.**

*Naval Establishments at home and abroad, including Hospitals, Sick Quarters, R.M. Infirmarys, Dockyard Surgeries, and R.N. Barracks at Portsmouth, Chatham, and Devonport, and Hospital Ships.*

1. Supplies of the above-named drugs are to be received by, and kept in the charge of, a fully qualified Pharmacist, or, in those Establishments where no Pharmacist is employed, in the charge of a Medical Officer. The usual records are to be kept in Accounts M.7 and M.57 of all receipts and issues.

2. Stock preparations required to be kept in a ward or special department and the supply of requisition forms (M.236) are to be retained in a locked cupboard, the key of which is to be kept in the possession of the Medical Officer, or Sister, or Sick Berth Rating, in charge of the ward, and issues are only to be made in accordance with the directions of a Medical Officer.

3. Medicines containing these drugs supplied for individual patients on prescriptions written on the Prescription Ticket (M.40 H.S.) are to be kept in a locked cupboard in the ward in a similar manner.

4. Supplies of Stock Prescriptions will only be replenished at the Dispensary by a requisition in duplicate on the special forms M.236 signed by a Medical Officer, which requisition is to be countersigned by the Pharmacist when the issue is made.

5. A record of all such supplies furnished to wards or departments is to be made by the Pharmacist on Form M.237, separate forms, or sections of a form, being used for each class of drug, and the Pharmacist is to retain and file the duplicate copies of the requisitions. Form M.237 is to be kept in the Dispensary.

6. Medicines for individual patients are to be prescribed on the Prescription Ticket (M.40 H.S.), each prescription specifying the actual quantity of the drug required. Each prescription or "repeat" is to be signed or initialled by the Medical Officer. If a Medical Officer gives a prescription for one of these drugs for his own use, the supply is always to be recorded in the proper forms.

7. The Pharmacist will initial and date each prescription and "repeat", when the medicine is issued, and will keep a record in the Dispensary, on Form M.238, of all such issues, separate forms or separate sections of one form being used for each class of drug.

8. Medicines supplied to out-patients (including residents treated in their quarters and Greenwich Hospital Pensioners) are to be entered in the respective Prescription Books and the same rules observed and records kept as if they were prescribed on a Prescription Ticket.

9. In the case both of the wards and of the out-patients' department, a fresh prescription must be issued each time a preparation is made up for the use of a patient, but for repeat orders this may be in the form of a direction (initialled by the Medical Officer) to repeat the previous prescription (*e.g.*, "Rep. Mist.").

10. Prescriptions for particular preparations may be given by reference to the name by which they are known in the establishment.

11. Preparations and prescriptions for local dental treatment requisitioned by Dental Surgeons are to be dealt with and recorded in the same way as the above.

12. The administration of these drugs by, or under the direct personal supervision of, a Medical Officer or Dental Officer shall not be deemed to be supplying the drug within the meaning of the Dangerous Drugs Acts, 1920. Such administration, however, does not obviate the necessity for complying with the existing regulation that all medicines administered to patients shall be recorded on the Prescription Ticket (Art. 147, Instructions for Naval Hospitals, Home).

13. The attention of all ranks is particularly drawn to the fact that these drugs are supplied for strictly medical and dental needs only, and that severe disciplinary measures will follow if it appears that they are being issued for any other purpose, or that anyone is attempting to obtain them without proper authority.

14. The above regulations do not apply to the following preparations:—

Cereoli Iodoformi et Morphinae, B.P.C.	Pil. Hydrarg. c. Cret. et Opil, B.P.C.
Emp. Opil, B.P., 1898.	Pulv. Cretæ Aromat. c. Opio, B.P.
Lin. Opil, B.P.	Pulv. Ipecac. Co., B.P. (Dover's Powder).
Lin. Opil Ammon., B.P.C.	Pulv. Kino Co., B.P.
Pasta Arsenicalis, B.P.C.	Suppos. Plumbi Co., B.P.
Pil. Hydrarg. c. Opio, B.P.C.	Tablettæ Plumbi c. Opio, B.P.C.
Pil. Ipecac. c. Scilla, B.P.	Ung. Gallæ c. Opio, B.P.
Pil. Plumbi c. Opio, B.P.	Ung. Gallæ Co., B.P.C.
Pil. Digitalis et Opil Co., B.P.C.	

15. All Prescription Tickets and all forms containing requisitions for, or records of the use of, one of these drugs, shall be preserved for not less than two years from the date of the prescription or of the last entry in the form as the case may be.

16. It must be understood by Naval Medical and Dental Officers that in the event of their writing a prescription to be made up by civilian Pharmacists on shore, the regulations made under the Dangerous Drugs Acts apply in full.

## SECTION B.

### *Service Afloat.*

1. All supplies of (a) raw opium, coca leaves and Indian hemp, and (b) morphine, cocaine, ecgonine, diamorphine (heroin) and their respective salts, medicinal opium, and any extract or tincture of Indian hemp, and any preparation, admixture, extract or other substance containing any preparation of diamorphine, or containing not less than one-fifth per cent. of morphine (the morphine to be calculated as anhydrous morphine) or one-tenth per cent. of cocaine or ecgonine.

2. These drugs are to be kept in the poison cupboard of the usual Service pattern.

3. A record is to be kept on the form provided (M.177A) of all supplies to patients of these drugs and their preparations in which the following particulars are to be noted:—

Date of Issue.	Name of Patient.	Rank or Rating.	Ship.	Name, quantity and strength of drug.	Signature of M.O.
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4. The record is to be divided into five sections devoted respectively to:—

- |  |  |
|--|--|
| (a) Cocaine and Ecgonine               | } and substances containing these in the strengths shown in paragraph 1. |
| (b) Morphine                           |  |
| (c) Diamorphine                        |  |
| (d) Medicinal Opium                    |  |
| (e) Tincture or Extract of Indian Hemp |  |

Form M.177A must invariably be rendered and should be securely attached to Form M.177 and accompany that form into office. The expenditure of dangerous drugs shown in these forms must agree. In the event of the printed forms not being available, manuscript forms are to be rendered.

5. These regulations do not prohibit a Medical Officer in an isolated position administering one of these drugs to himself for a proper medicinal purpose, but a record of such administration must be made on Form M.177A.

6. The attention of all ranks is particularly drawn to the fact that these drugs are supplied for strictly medical and dental needs only, and that severe disciplinary measures will follow if it appears that they are being issued for any other purpose or that anyone is attempting to obtain them without proper authority.

7. The Dangerous Drugs (Consolidation) Regulations, 1928, apply to the following drugs and preparations in the old Service Afloat Scales:—

Liquor Morphinae Hydrochlor. containing 0.75 per cent. anhydrous Morphine.

Solution of Morphine Sulphate (Hypodermic) containing 0.975 per cent. anhydrous Morphine.

Opii Pulvis (Tabellæ) containing 10.00 per cent. anhydrous Morphine.

Pil. Saponis Co. containing 2.00 per cent. anhydrous Morphine.

Tinct. Opii containing 1.00 per cent. anhydrous Morphine.

Cocaina Hydrochlor.

Hypodermic Tabellæ Cocaina Hydrochlor.

„ „ Cocaina Hydrochlor. et Adrenalin.

„ „ Morphinae Sulphatis.

„ „ Morphinae Sulph. c. Atropin Sulph.

Ophthalmic Tabellæ Cocaina Hydrochlor.

The following contain Morphine, but *are not affected* by the provisions of the Dangerous Drugs Acts:—

Chlorodyne (Tr. Chlorof. et Morphinae, B.P.1885).

Tinct. Camph. Co.

Pulv. Cretæ Aromat. c. Opio (Tab.).

Pulv. Ipecac. c. Opio (Tab.).

Pil. Plumbi c. Opio.

Unguentum Gallæ c. Opio.

8. The Dangerous Drugs (Consolidation) Regulations, 1928, apply to the following drugs and preparations in the new (1929) Service Afloat Scales:—

Cocaine Hydrochloride.

Hypodermic Ampoules of Morphine Sulphate.

„ „ „ Morph. Sulph. et Atropine Sulph.

Liquor Morphinae Hydrochlor. containing 0.75 per cent. of anhydrous Morphine.

Solution of Morphine Sulphate (Hypodermic) containing 0.975 per cent. of anhydrous Morphine.

Ophthalmic Tabellæ Cocaina Hydrochlor.

Tinct. Opii containing 1.00 per cent. of anhydrous Morphine.

Morphine Lamellæ (in vessels not carrying a Medical Officer these are to be kept in the personal charge of the Commanding Officer, *see* paragraph 9).

The following contain Morphine, but *are not affected* by the Dangerous Drugs Acts:—

Chlorodyne (Tr. Chlorof. et Morphinæ, B.P.1885).

Pulv. Ipecac. c. Opio Tabellæ.

Mist. Cretæ c. Kino Co. Tabellæ.

Mist. Pectoralis Conc.

Mist. Glycyrrhizæ Tabellæ (Cough Tablets).

9. In H.M. Ships, Royal Fleet Auxiliaries, and Merchant Ships attached to the Navy temporarily, not carrying a Medical Officer, the Officer in Command of the ship shall be deemed to be a person authorised to be in possession of these drugs, so far as it is necessary to comply with the requirements of the Naval Service or of the Merchant Shipping Acts, and it shall be lawful for him, subject to any condition prescribed by the Secretary of State to administer and supply these drugs to any member of the crew in accordance with instructions prepared and sanctioned in the Naval Service by the Board of Admiralty or in the Merchant Service by the Board of Trade.

The keeping of a record of the use of these drugs in Ship's Log shall be deemed to be in compliance with the requirements of these regulations as to the keeping of records.

10. Forms M.177 and M.177A, containing records of the receipts and issues of these drugs, shall be preserved for not less than two years from the date of the prescription or of the last entry in the form, as the case may be.

11. It must be understood by Naval Medical and Dental Officers that in the event of their writing prescriptions to be made up by civilian Pharmacists on shore, the regulations made under the Dangerous Drugs Acts apply in full.

12. *Special Authorisation.*—Cocaine in Castor Oil may be issued as part of the first-aid outfit to factories and workshops of H.M. Establishments, for treatment of injury to the eyes, the preparation consisting of not more than 1 part of Cocaine in 200 of Castor Oil, with not less than 1 part in 3,000 of mercuric chloride.

## 501.—Gun Mountings—Lieutenants (E) Appointed for Special Service

(C.W. 1373/33.—3.3.1933.)

In pursuance of the general policy for co-operation between the Gunnery Officer and Engineer Officer, and for provision of a body of Engineer Officers familiar with hydraulic gun machinery, as given in King's Regulations and Admiralty Instructions, Articles 1300 and 1301, clause 4, junior Engineer Officers are appointed from time to time for duty under the Gun Mounting Engineer Overseers at Barrow and Elswick, and for special duty in "Nelson," "Rodney," and certain other ships of recent construction to obtain experience with this type of machinery under construction and under conditions of actual service.

2. Where an Engineer Officer carries out this study, the fact is to be noted under (i) on Form S.206 (Confidential Report on Officers), and the dates shown between which the duty was carried out. So far as practicable, officers to fill the posts of Engineer Inspectors and Gun Mounting Overseers in Naval Ordnance Department, also Assistants to Engineer Managers for charge of gun mountings and sighting gear, will be selected from Engineer Officers who have studied hydraulic gun machinery at sea in accordance with Article 1301, clause 4. If the officer is considered suitable for appointment to one of these posts, a notation should be made under (j) on Form S.206.

3. It is not the intention that these Engineer Officers should in any way relieve the Warrant Ordnance Officer of the ship of his duties and responsibilities, as laid down in King's Regulations and Admiralty Instructions, Article 1508. Their mechanical and engineering knowledge should, however, be utilised in an advisory capacity by the Gunnery Officer, and every facility should be given them to become acquainted thoroughly with the gun mounting machinery (including director and fire control installations), and the conditions under which it is operated on service.

4. These officers should also be regarded as being available for watch-keeping and general duty in the engine room department, subject to the principal object of their appointment not being prejudiced thereby.

## 502.—Dental Officers, R.N.—Income Tax Allowance on account of Payment of Annual Registration Fees

(D.N.A. 1064/33.—3.3.1933.)

Dental Officers, R.N., are entitled to claim allowance for income tax purposes in respect of compulsory annual registration fees payable to the Dental Board of the United Kingdom. Applications from individual officers who are entitled to, but have not received such allowances, will be dealt with by the Income Tax authorities for the current financial year and, where necessary, for the six preceding years. Such claims should state the fees paid each year, and be addressed to the Chief Inspector of Taxes, Departmental Claims Branch, Cornwall House, Stamford Street, London, S.E.1.

2. As regards future years the claim should be made when the officer renders his annual income tax return.

3. No allowance is permissible in respect of subscriptions to professional societies, membership of which is voluntary, nor in respect of the cost of professional literature.

## 508.—Dutiable Stores—Shipment when proceeding on Foreign Articles

*Royal Fleet Auxiliaries*

(N.L. 1253/30.—3.3.1933.)

Approval has been given for the shipment of port wine and brandy, to be carried as medical comforts in Royal Fleet Auxiliaries on foreign articles, direct from the duty-free stocks of Naval hospitals.

2. The procedure to be followed for the shipment duty-free of these and other dutiable stores (other than tobacco and spirits) is as follows:—

- (a) The vessel is to be entered outwards if going with cargo; if it is in ballast a proper ballast declaration should be made.
- (b) Shipping Bills are to be presented, and the stores and medical comforts shipped are to be enumerated on the Victualling Bill.
- (c) An advice of such dutiable stores and medical comforts to be shipped is to be sent by the officer responsible (*i.e.*, by the Victualling Store Officer for stores shipped from victualling yards, and the Naval Store Officer for all other stores) to the Collector at the port of shipment in time to reach him before the goods are shipped.
- (d) Quarterly returns, giving particulars of all dutiable stores delivered from Naval victualling yards, and of port wine and brandy delivered from Royal Naval hospitals for shipment in foreign-going Royal Fleet auxiliaries during the quarter are to be prepared and sent by the officers responsible, as specified above, to the Collector at the port of shipment.

**\*590.—Native Ratings—Conditions of Service, etc.**

(N. 3232/32.—10.3.1933.)

The current regulations concerning the conditions of service, etc., of African and Asiatic Native ratings, except Bantus and Chinese, are promulgated for information and guidance.

**GENERAL**

2. *Engagements, Registration, and Records of Service.*—The engagements and re-engagements of Native ratings are to be non-continuous service and for a period of three years, if the services of the rating are so long required, except for Seedies on the East Indies Station who will be required to engage or re-engage for two years only. Seedies unwilling to re-engage for a further period may, however, be permitted, if they so desire and provided their services are required, to extend their engagements until the next occasion on which the ship visits Bombay or Colombo for docking or refit.

The services of all Native *Officers' Stewards, Officers' Cooks, and Cooks* are recorded at the Admiralty. These men should sign the ordinary non-continuous service engagement (Form S.56) which should be forwarded to the Director of Navy Accounts with Return S.52, and their services should be recorded on Form S.459 (Service Certificate). The first note on the back of Form S.56 should be altered in manuscript to limit the period of service to three years.

The registration and records of service of *other* Native ratings should be kept locally as determined by the Commander-in-Chief. The special Natives' Engagement Form and Certificate Book should be used. No record is kept of the services of Chinese ratings.

3. *Advancements* will be made in vacancies only by the Commanding Officer as provided in Appendix XVII, Part 1, King's Regulations and Admiralty Instructions.

4. *Good Conduct Badges.*—Badge pay is payable at the rate laid down for natives in Appendix XVII, Part 3, King's Regulations and Admiralty Instructions.

5. *Grog and Grog Money.*—Rum is not to be issued to Native ratings; grog money is to be paid at the rate of 1 anna a day on the East Indies Station and in other places where the rupee is current, and 1*d.* a day on other stations.

6. *Lodging, Provision, and Leave Allowance.*—A consolidated allowance, covering provision allowance or leave allowance and lodging allowance, is payable to ratings on the East Indies Station, and other places where the rupee is current, at the daily rate of 1 rupee. For Natives detained on shore in India, however, the allowance is to be at the daily rate of 1 rupee 4 annas and in Ceylon at the daily rate of 1 rupee 25 cents.

On the Africa station the rate of consolidated allowance is to be 2*s.* a day. Elsewhere Natives will receive 1*s.* 6*d.* a day.

7. *Natives on Passage.*—Lowest class passages are to be provided for all Native ratings.

8. *Kit and Kit Upkeep Allowance.*—Special kits for Native ratings are laid down in the Uniform Regulations, and a free issue in kind of the articles included in the appropriate special kit may be made to each man on first entry. The payment of a money allowance in lieu is irregular and is not to be made. Ratings re-engaging after a period of absence of less than five consecutive years are not entitled to a second free issue of kit or gratuity in lieu, *vide* clauses 3 and 4 of Article 1868, King's Regulations and Admiralty Instructions, which are applicable to Native ratings.

Bedding is to be supplied on loan, *vide* Article 1869 (4), King's Regulations and Admiralty Instructions.

Native ratings are entitled to kit upkeep allowance at special rates which are promulgated from time to time in Admiralty Fleet Orders with the rates of kit upkeep allowance payable in the Fleet generally. On the East Indies station and other places where the rupee is current, the allowance is to be paid in rupees at a fixed conversion rate which will be published

in the same order, and the issuing prices for clothing are invariably to be converted at the same rate.

9. The *substantive pay* of Native ratings is laid down in Station Orders. The rates for Kroomen, Seedies, and, on the East Indies station and other places where the rupee is current, those for Officers' Stewards, Officers' Cooks, and Cooks, are fixed by the Admiralty and are not to be varied without prior Admiralty sanction. The rates for other Natives are fixed by Commanders-in-Chief in accordance with Article 1592, King's Regulations and Admiralty Instructions.

#### PENSIONS, ETC.

10. Non-European Native ratings (British subjects) entered before 1st January 1904, who are eligible for the award of long service pensions and the service element of disability pension under the terms of Articles 385 and 1980, *et seq.*, King's Regulations and Admiralty Instructions may receive such awards at the rate of one half of the amount ordinarily allowable to Europeans in similar circumstances, and also additions, in full, in respect of good conduct badges and medal, character, and petty time.

Similar ratings who entered on or after 1st January, 1904, may, at the discretion of the Admiralty, be awarded gratuities in respect of long service and of invaliding for disability not attributable to the Service under the scale shown in Section II, paragraph 8, and Section IIIB, paragraph 3, on pages 177 and 179 respectively of the Navy List Appendix.

All Natives invalided on account of injury or disability certified to be attributable to the Service are eligible for disablement compensation at one half of the rate applicable to Europeans.

11. When Native ratings are invalided from the Service, whether for attributable or non-attributable disability, full particulars of their disability (on Form D.145) should be forwarded to the Admiralty accompanied by a *certified* copy of their Service Certificate or Certificate Book, as the case may be. Applications for pension or invaliding compensation must be accompanied by full particulars of the men's services.

12. The regulations for the award of the Long Service and Good Conduct Medal *without gratuity* to Non-European Native ratings (including Chinese), whether British subjects or not, who are precluded from counting time for pension purposes, are contained in Article 534, clause 16, King's Regulations and Admiralty Instructions. Applications in respect of men recommended should be forwarded to the Admiralty, on Form S.218, accompanied by certified copies of their Service Certificates, or Certificate Books, as the case may be. Certain of the ratings (*i.e.*, Stewards' and Officers' Cooks) not so precluded are eligible for the grant of a lump sum of £10 with the award of the Good Conduct Medal and, on discharge to pension, for the additional allowance at the rate laid down in Article 534, clause 7, King's Regulations and Admiralty Instructions.

### \*592.—Colonial Allowances for Officers Serving on Shore Abroad—REPORTS

(C.W. 2016/33.—10.3.1933.)

Revised rates of colonial allowances as shown below have been approved, with effect from 1st April, 1930 (except where otherwise stated), for officers serving on shore at the stations indicated who are not provided with service victualling:—

2. (i) <i>Bermuda</i> —	<i>Per annum.</i>
Officers in quarters—	£
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	220
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	180
Commissioned Officers from Warrant rank and Warrant Officers ... ..	140
Officers without quarters may receive, in addition to the foregoing, a sum equal to half the excess of their rent over their lodging allowance.	

Officers accommodated and victualled in H.M.S. "Malabar."—  
Colonial Allowance may be paid as follows with effect from  
1st April, 1932:—

	<i>Per annum.</i>
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above (except the Captain in Charge) ... ..	£ 70
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	60
Commissioned Officers from Warrant rank and Warrant Officers ... ..	50

(ii) *Colombo*—

Officers in quarters—

Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	250
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	200
Commissioned Officers from Warrant rank and Warrant Officers ... ..	160

Officers without quarters—

Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	500
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	400
Commissioned Officers from Warrant rank and Warrant Officers ... ..	320

Servant's allowance is not to be paid in addition except to those officers who are entitled thereto under the provisions of Appendix V, King's Regulations and Admiralty Instructions, and any payments of servant's allowance made to officers since 1st April, 1930, who are not so entitled are to be taken into account in calculating arrears of new colonial allowances. Over-payments of allowances to officers in quarters from the time of their entry into quarters are to be set off against the increase in their allowances for the period prior to entry into quarters.

(iii) *Singapore*—

Officers in quarters—

	<i>Per annum.</i>
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	£ 400
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	300
Commissioned Officers from Warrant rank and Warrant Officers ... ..	250

Officers without quarters—

Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	600
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	450
Officer-in-Charge, Seletar W/T station ... ..	250

*(In this case the proviso as regards service victualling does not apply.)*

3. The rates and conditions of payment of colonial allowance at present authorised for the following stations are to be continued:—

Aden.	Hong Kong.
Abadan.	Matara.
Bombay.	Shanghai.
Hankow.	Wei-hai-Wei.

4. The following rates of Colonial Allowances have been approved for officers serving on shore on the Africa Station, with effect from 1st April, 1931 :—

<i>Rank or Equivalent Rank.</i>							
<i>Officers with Quarters.</i>							<i>Per annum.</i>
							£
Captains, R.N.	...	...	...	...	...	...	20
Commanders, R.N.	...	...	...	...	...	...	20
Lieutenant-Commanders, R.N., and Captains, R.M.	...	...	...	...	...	...	20
Lieutenants, R.N.	...	...	...	...	...	...	15
Sub-Lieutenants, R.N.	...	...	...	...	...	...	15
Commissioned Officers from Warrant Rank and Warrant Officers, R.N.	...	...	...	...	...	...	10
<i>Officers without Quarters.</i>							
Captains, R.N.	...	...	...	...	...	...	60
Commanders, R.N.	...	...	...	...	...	...	50
Lieutenant-Commanders, R.N., and Captains, R.M.	...	...	...	...	...	...	50
Lieutenants, R.N.	...	...	...	...	...	...	45
Sub-Lieutenants, R.N.	...	...	...	...	...	...	45
Commissioned Officers from Warrant Rank and Warrant Officers	...	...	...	...	...	...	35

5. *General.*

(i) Provision allowance (*except in the case of the Officer-in-Charge, Seletar W/T station*), and, where issuable, lodging and servant's allowances may be paid in addition to the new rates of colonial allowance. Local duty travelling expenses may also be granted.

(ii) The detailed reports on the cost of living called for in 1923 are no longer required, except as regards Abadan and the China Station (other than Singapore), but reports are to be forwarded to reach the Admiralty in January each year indicating changes, if any, in the local cost of living.

(iii) It is the intention that the rates of colonial allowance authorised in paragraph 2 above will remain operative until 1st April, 1934, unless any material change in local conditions occurs in the meantime.

(iv) The practice of making minor adjustments in rates of colonial allowance to compensate for fluctuations in the rate of provision allowance will cease.

(v) Reports are to be rendered to the Director of Navy Accounts as early as practicable showing details of the amounts credited to officers still serving on the station as arrears of the new rates of allowances, together with details of any sums due to officers who have left the station. Payment of the latter will be made by the Director of Navy Accounts.

## 625.—Fleet Air Arm—R.N. and R.M. Pilots Temporarily Appointed to General Service or Corps Duty—Medical History Documents

(C.W. 1383/33.—10.3.1933.)

In order to facilitate compliance with the orders regarding physical fitness for flying, it has been agreed with the Air Ministry that R.A.F. Forms 48 containing the medical history documents of attached officers shall accompany them, not only while serving in Fleet Air Arm appointments, but during periods of general naval service or corps duty. Paragraph 2336 of the King's Regulations and Air Council Instructions is therefore being amended to provide that when such officers revert temporarily to general service or corps duty, Forms 48 shall be sent to the ships or establishments to which they are appointed, addressed "Confidential. Commanding Officer for Medical Officer-in-Charge."

2. The documents are to be kept personally and under lock and key by medical officers-in-charge, being transmitted as necessary on change of appointment through the respective Commanding Officers.

3. The documents are invariably to be treated as confidential. Officers will not in any circumstances be allowed access to the contents of their own envelopes.

4. Whenever the Commanding Officer of a ship or establishment arranges for an officer to carry out flying practice on shore under A.F.O. 2021/32, he is at the same time to arrange for the documents in question to be produced to the authority responsible for seeing that the officer is physically fit for such practice (*vide* paragraph 6 of that Order). This is to be done in reasonable time (normally not less than one week) beforehand.

5. When officers are re-attached to the R.A.F., Forms 48 are to be forwarded to the appropriate Air Officer Commanding (normally the A.O.C., Coastal Area) for transmission to the new units. In the event of retirement, death, or permanent reversion to general service or corps duty the forms are to be sent to the Air Ministry.

(A.F.O. 2021/32.)

### **645.—Accidents to Personnel in Public Thorougfares, etc., Resulting in the Loss of their Services—REPORT**

(N. 5325/32.—17.3.1933.)

Whenever an officer or man of the Royal Navy or Royal Marines is absent from duty as the result of an injury sustained in a motor or other accident for which some other person (or any authority outside the Naval Service) may conceivably be held responsible, the Commanding Officer of the ship or establishment in which the officer or man is borne for pay is to forward a report of the occurrence to the Secretary of the Admiralty, together with a statement, on Form B.607, of the pay account of the individual concerned for the current quarter compiled to the date of rendering. In preparing the report the medical authorities in charge of the case should be communicated with as necessary, but where civilian hospital authorities or civilian medical practitioners are concerned, care should be taken not to invite lengthy reports likely to form the basis of a charge against public funds.

2. The report should be in the following form:—

- (a) Name and particulars of person injured.
- (b) Date and time of accident.
- (c) Place of accident (giving names of streets, etc.).
- (d) Whether injured person was on leave or duty (if on leave, state time and date leave was due to expire; if on duty, nature of same).
- (e) Details of accident (giving rough plan in collision cases, and also estimated speeds of vehicles involved, condition of roads, state of weather, etc.) to be furnished, if practicable, in a separate statement signed by the injured person, and duly witnessed and dated.
- (f) Particulars (including addresses) of :—
  - (i) The person or persons considered to be responsible for the accident.
  - (ii) Any other persons involved.
  - (iii) Any witnesses, especially those of the actual occurrence.  
Details of any statements made by such persons should be forwarded if available.
- (g) Details of injury to person injured (giving estimated duration of treatment from date of report).
- (h) Disposal of injured person immediately after accident and subsequently.
- (i) Whether injured person is preferring a claim for personal damages or expenses (Yes or No); if so, state—
  - (a) Name and address of any solicitor employed.
  - (b) Against whom the claim is being made.
  - (c) Details of claim if available.



3. These reports are required with a view to consideration of the question of the preferment of an Admiralty claim against the person responsible for the occurrence, for the loss of the services of the injured officer or man, and for hospital, etc., expenses incurred by the Admiralty owing to the accident. To enable the Admiralty to give early notice of such claims Commanding Officers are to ensure that reports are forwarded as soon as the necessary particulars can be obtained.

4. As Admiralty claims for the loss of services are generally based on the pay and allowances issued, any officer or man who may decide to prefer a personal claim against the "third party" under paragraph 2 (i) in respect of loss of pay, etc., should be warned that such claim must be strictly limited to emoluments actually lost by reason of the accident, *e.g.*, by the loss during sickness of submarine allowance, or instructional or duty allowances. The exact details of the loss must be specified in the personal claim.

5. The result of the personal claim should be notified in due course.

6. Hurt certificates are not to be issued unless the circumstances connected with the accident conform to the conditions laid down in Article 1419, King's Regulations and Admiralty Instructions.

### **\*646.—Dominion Navies—Distinction between Transfer and Loan**

(N. 891/28.—17.3.1933.)

Applications are received from time to time from ratings who desire to serve in the Royal Australian Navy or other Dominion Forces.

2. It should be understood that such service may take two forms :—

(i) *Loan*.—The rating being lent to the Dominion Force for a certain fixed period. At the end of this time he returns to the Royal Navy to complete his normal engagement, and his service with the Dominion counts as Naval Service in all respects.

(ii) *Transfer*.—When the rating definitely severs all connection with the Royal Navy, and enters into a new engagement under the Dominion. A rating who transfers forfeits all service for Imperial pension purposes.

3. When ratings are required for loan, the home ports are informed and ratings are chosen who are immediately available at the ports. Requests from ratings to be lent are to be forwarded to the depôts and not to the Admiralty. The depôts are to compile a list of such ratings in order that their requests may be considered if they happen to be available when volunteers are called for.

4. Applications for permanent transfer may be forwarded to the Admiralty, when they will be referred for consideration by the Dominion authorities concerned, provided that the applicants can be spared from the Royal Navy and have good reasons for desiring to be transferred.

5. In referring to ratings who have been discharged from the Royal Navy to Dominion Navies, and in the preparation of reports of such discharges (*e.g.*, Forms S.161) care is to be taken to ensure the correct use of the terms "lent" and "transferred."

### **688.—Fleet Air Arm—Training of Units—Responsibility and Returns of Practices**

(C.W. 11217/32.—24.3.1933.)

The following arrangements have been made in regard to the training of Fleet Air Arm units :—

2. *Training*.—(i) Fleet Air Arm units will be trained in accordance with the syllabus of instruction issued from time to time by the Admiralty, after consultation with the Air Ministry.

(ii) The responsibility for the training of embarked Fleet Air Arm units rests with the Commanding Officers of H.M. ships in which the aircraft are carried, who are responsible through the Flag or Senior Officers of Squadrons (where applicable) to the Commander-in-Chief.

(iii) The responsibility for the training of disembarked units rests with the Air Officer Commanding, Coastal Area, the Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority, who will be responsible that the type of training required by the Commander-in-Chief is carried out.

3. *Returns.*—(i) *From embarked units.*—To be rendered in duplicate by the Commanding Officer of the carrier or other H.M. ship concerned to the Commander-in-Chief or Senior Officer of the station, who will transmit one copy to the Admiralty and one to the Air Officer Commanding, Coastal Area, Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority.

(ii) *From disembarked units.*—To be rendered in triplicate through Royal Air Force Channels to the Air Officer Commanding, Coastal Area, Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority, who will transmit one copy to the Commander-in-Chief or Senior Officer of the station for transmission to the Admiralty, the third copy being sent to the Commanding Officer of the carrier or other H.M. ship concerned.

4. A unit disembarking to or embarking from an Air Station is to be accompanied by a statement of exercises carried out since last return rendered, addressed to the Commanding Officer of the Air Station or carrier. When a unit disembarks, details of the training desired are to be communicated by the Commanding Officer of the ship concerned to the appropriate Air Officer Commanding as soon as possible, by signal or in writing.

### **\*695.—Higher Educational Test Certificates—Additional Subjects**

(N. 470/32.—24.3.1933.)

With reference to King's Regulations and Admiralty Instructions, Appendix XII, Part 20, Section II, paragraph 3, attention is called to the fact that holders of Higher Educational Test Certificates may take the examination with a view to—

- (i) Improving the class of their certificates ; or
- (ii) Improving their marks in any subject ; or
- (iii) Passing in additional subjects.

The certificates of candidates who succeed in (ii) or (iii) should be forwarded to the Adviser on Education, in order that the necessary amendments or additions may be made.

2. On First Class Certificates it has hitherto been the practice to record only marks of 75 per cent. or above. In future, any holder of a First Class Certificate who, in addition to his four marks of 75 per cent. or more, obtains at least 55 per cent. in any paper may have this result recorded on his certificate as an additional subject. This decision is retrospective ; certificates of ratings entitled to such additional entries should be forwarded to the Adviser on Education for amendment.

(K.R. & A.I., App. XII, Pt. 20, Sect. II.)

### **697.—Issued Confidentially.**

700. { **Military Rifle Ranges—Use by Royal Navy and Royal Marines—REPORT**  
**Naval Rifle Ranges—Use by Army, R.A.F., or other Personnel—REPORT**

(E./D.N.A. 189/32.—24.3.1933.)

Where use is made by the Royal Navy or Royal Marines of Military rifle ranges, charges are made by the War Office on the basis of the cost per 100 rounds fired.

2. Payment to the War Office in respect of such user will be made annually by the Admiralty and in order that the amounts claimed may be verified, reports covering each financial year, showing in detail the units using

the ranges and the daily number of rounds fired, are to be rendered to the Director of Navy Accounts (Branch 6) by Flag and Commanding Officers arranging courses on military ranges, as soon as possible after 31st March, in each year.

3. Similarly charges will be made by the Admiralty against the service concerned in the event of rifle ranges administered by the Royal Navy being used by Army, R.A.F., or other personnel. So that the necessary claims may be preferred, annual reports of such user are to be forwarded to the Director of Navy Accounts (Branch 6) as soon as possible after 31st March of each year by the officers responsible for the administration of the ranges showing:—

- (a) The dates on which the ranges were used,
- (b) The name or description of the unit using the ranges, and
- (c) The number of rounds used.

Any further particulars which may be considered to be relevant to this purpose should be embodied in the reports.

### **\*752.—Specialist and Submarine Officers—General Service Experience**

(C.W. 2348/33.—31.3.1933.)

Their Lordships have made the following decisions with the object of ensuring that specialist and submarine officers have as much general service experience as possible, and that their duties in connection with specialist and submarine work shall make due allowance for this. The necessary amendments to regulations will be made in due course:—

- (i) *Seniority of Selection for Specialisation.*—Whilst it is not proposed to make hard and fast rules as regards seniority of selection, endeavour will be made to avoid selecting officers required to specialise in G., T., A/S, and P. & R.T. before completing a full commission at sea as Lieutenant, the aim being to select at between 2½ and 5 years' seniority as Lieutenant. This should enable junior officers to acquire powers of command and leadership at a time when these are most readily assimilated.
- (ii) *N. Officers.*—(a) No change will be made in the present method of selection for specialisation in N., as the early sea employment of N. officers gives ample opportunity for general service experience and should be no handicap to the development of command.
- (b) Their Lordships wish to draw the attention of senior officers to the fact that general service duties do not interfere with N. duties to any great extent, and that more call should be made on the services of N. officers for such duties. Amongst other duties, N. officers are particularly suited, both by training and occupation, to carry out those laid down in Article 1248, clause 1, King's Regulations and Admiralty Instructions. In addition to the signal instruction included in the Navigation Course, these officers have passed the examination laid down in Appendix XII, Part 4, Section 1 (2), King's Regulations and Admiralty Instructions. In selecting an officer to carry out signal duties, Commanding Officers should not, however, overlook the suitability of an officer who intends to specialise in these duties.
- (c) On promotion to Commander, N. officers will be regarded as available for all general service appointments.

- (iii) *S. Officers.*—The present method of specialisation in Signals and W/T is so concerned with the efficiency of material and of its use that a period of general service time is essential if these specialists are to be adjudged on their ability to command. Arrangements are therefore being made to ensure that all S. officers considered likely to rise to higher ranks shall be given the period of general service laid down. Normally, this period will commence at the expiration of the S. appointments officers are holding when they attain 7 years' seniority as Lieutenant. In view of the foregoing, selection for specialisation in S. will be rather earlier than in the case of G., etc., though the general principle of one complete commission at sea as Lieutenant before selection will be adhered to as far as possible.

*Note.*—Specialist Officers will be given a sea appointment as soon as possible after completing the qualifying course.

- (iv) *Submarines.*—Service in submarines differs from normal specialist service in that it gives sufficient opportunity for the development of command and leadership. Intervals of general service are necessary only in order to keep the officer in touch with the conditions in surface-going vessels. The serious defect of the recent system of selection is the large number of officers at present required for the first period in submarines compared with the number required for the second period. There is much difficulty in finding so large a proportion for the first period and in order to reduce requirements to those actually needed for service in submarines, and at the same time to correct an erroneous impression which has arisen concerning the capabilities of officers returning to general service after the first period, Their Lordships have decided that—
- (i) the first period in submarines shall be extended to 4 years and shall be regarded as purely general service, Sub-Lieutenants being appointed as at present;
  - (ii) officers who wish to serve in submarines are to be given preference for the first period appointments, but volunteers for further service in submarines will not be called for until about six months before the end of the first period.
- (v) *Advanced Specialist Courses.*—Officers for Advanced Specialist Courses will be selected according to their aptitude for the duties which will eventually be required of them, not necessarily according to the results of the Ordinary Specialist Examination. It is anticipated that the numbers so selected will be more limited than in the past. G., T. and S. officers will not normally be appointed to an advanced course immediately after completing the qualifying course.

2. Their Lordships wish to stress the importance of the performance of ordinary ship's duties by the specialist officers at every available opportunity.

### **813.—Royal Canadian Navy—Officers and Men serving in H.M. Ships and Establishments**

(C.W. 2943/33.—6.4.1933.)

#### **SECTION I.—OFFICERS.**

##### **1. R.C.N. Officers sent to England for Service with Royal Navy.**

(i) Officers of the Royal Canadian Navy, who are sent to England for service with the Royal Navy, will be appointed by the Admiralty to H.M.S. "Victory" additional, as from the date of sailing from Canada, and are accordingly, immediately on arrival in England, to proceed to join the R.N. Barracks, Portsmouth, for duty pending appointment elsewhere, unless specifically directed to the contrary.

(ii) They may, however, as an alternative, ask permission of the Commodore of the Barracks, to be granted leave pending appointment, but, in this event, any leave in excess of seven days, whilst awaiting appointment, will be deducted from their foreign service leave on return to Canada.

*2. R.C.N. Officers Vacating R.N. Appointments for Reasons other than Misconduct or Own Request.*

(i) On vacating appointments in the Royal Navy, for reasons other than misconduct or own request, Officers of the Royal Canadian Navy for whom no orders to the contrary have been received, are to be discharged to R.N. Barracks, Portsmouth, to await disposal, and are to proceed to join the Barracks for duty.

(ii) On vacating appointments in the Royal Navy, Officers of the R.C.N., for whose disposal definite orders have been issued, are to be discharged as follows:—

- (a) If vacating the appointment to take up a further appointment in the R.N., the Officer is to proceed to that appointment, or if appointment does not take effect immediately, he is to join R.N. Barracks, Portsmouth, pending taking up the appointment, and is to be placed on the books of H.M.S. "Victory" additional for the intervening period.
- (b) If vacating an appointment to return to Canada, he is to be discharged to R.N. Barracks, Portsmouth, pending completion of arrangements for passage, and is to be placed on the books of H.M.S. "Victory" additional from the date of discharge from his last appointment to the date (inclusive) of leaving England for Canada.

The Depôt is to inform the Admiralty of his arrival in Barracks, and is to request information as to arrangements for his passage to Canada.

Whilst awaiting passage the Officer is to serve in Barracks, but should passage not be immediately available, he may be permitted to proceed on leave subject to the deduction of any period of such leave in excess of seven days from the foreign service leave due to him on arrival in Canada.

Pay documents are to be forwarded to H.M.S. "Victory" for adjustment of pay to date of sailing prior to forwarding the documents to H.M.C.S. "Stadacona" at Halifax, N.S.

*3. R.C.N. Officers Discharged from Appointment in R.N. at Own Request or for Misconduct.*

(i) As regards Officers of the R.C.N. who may be discharged from appointments at their own request or for misconduct, the circumstances will be specially considered in each instance by the Dominion Government, which will give instructions as to the Officer's disposal.

(ii) The pay documents of Officers vacating appointments at their own request or on account of misconduct are to be forwarded to the Director of Navy Accounts, pending decision as to the Officer's disposal.

*4. Report to be made when R.C.N. Officer is Discharged to Books of "Victory."*—Whenever an Officer is placed on the books of H.M.S. "Victory" under this order, otherwise than by the Admiralty, a report is to be forwarded to the Admiralty, a duplicate being sent to the Chief of the Naval Staff, Ottawa.

*5. Leave of R.C.N. Officers whilst serving in the R.N.*

(i) *General Policy.*—(a) The Department of National Defence (Naval Service) of Canada has stated that the policy of the Department in availing itself of the facilities afforded by the Admiralty for service by R.C.N. Officers in H.M. Ships, is that the Officers, during their period of loan to the Royal Navy, should, in addition to receiving instruction and acquiring experience, absorb the atmosphere of the life of the Royal Navy as a means of maintaining the closest possible touch between the personnel of the Royal Canadian Navy and that of the Royal Navy.

(b) In pursuing this policy, it is necessary to arrange that R.C.N. Officers, during their period of service in the R.N. (which counts as foreign service in the R.C.N.) should live under R.N. conditions, for the maximum time during their absence from Canada, and should not, therefore, receive more leave than is given to Officers of the R.N. whilst on foreign service.

(c) The amount of foreign service leave granted to R.C.N. Officers on return to Canada, is the same as foreign service leave in the R.N., viz., 15 days for each complete period of 6 months—leave for periods of less than 6 months being reckoned at 2 days for each complete month's service. It is not desired that R.C.N. Officers should receive long periods of leave in addition to foreign service leave whilst absent in England, and it is the wish of the Department that whilst in England, they should serve continuously, either in H.M. Ships or in the R.N. Barracks. Absence on foreign service for any period less than one year will be considered as Home Service, and Home Service Leave regulations will apply in such cases.

(d) If, for urgent private affairs they wish to be granted leave during their period of Foreign Service, they should not receive more than the maximum which they have earned up to date of making application, and such leave (except as provided in the following clauses) will be deducted from the Foreign Service Leave granted to them on their return to Canada:—

Leave granted to a Subordinate Officer of the R.C.N., whilst serving with the R.N., during the regular leave periods of the ship in which serving, will not be deducted from the Foreign Service Leave due to him on his return to Canada.

Leave granted to an Officer of the R.C.N. (whilst undergoing a Specialist Course in the R.N.) during the periods of leave granted to the Officers of the R.N. who are attending such courses, will not be deducted from the Foreign Service Leave due to the Officer on his return to Canada.

(e) As regards leave, prior to assuming appointment or whilst awaiting passage or on vacating an appointment, *see* paragraphs 1 and 2 (ii) (b) above.

(ii) *Leave granted to R.C.N. Officers serving with R.N. to be reported to Admiralty and to the Chief of the Naval Staff, Ottawa.*—Any leave granted either when appointed to H.M.S. "Victory," or when appointed elsewhere, which, under these instructions has to be deducted from the foreign service leave granted on return to Canada, is to be reported to the Admiralty and to the Chief of the Naval Staff at Ottawa.

(iii) *Leave of R.C.N. Officers after two years' service with the R.N.*—R.C.N. Officers serving with the R.N. may be granted leave to visit Canada after two years' absence, subject to Admiralty approval. When such leave is granted, passage to Canada will be paid by the Canadian Government. The Officers are to be discharged (not lent) to the books of H.M.C.S. "Stadacona," Halifax, from the date of sailing for Canada. Free passage to Canada after two years' service with the R.N. will not be granted to Officers who, having taken a portion of their foreign service leave in England, have less than 28 days' leave due to them.

Officers whose homes are on the West Coast of Canada should inform Naval Service Headquarters, Ottawa, in ample time prior to their arrival in Canada, so that the question of transferring them during the period of their leave in Canada, from the books of "Stadacona" to the books of "Naden" may be considered.

Their leave will commence from the date of their arrival at their homes in Canada. Time on passage from England to Canada, and when returning, from Canada to England, will not be counted as part of their foreign service leave.

Officers proceeding to Canada for foreign service leave are to be instructed to proceed to their homes on arrival in Canada, and to report their home address and date of arrival at their home to the Chief of the Naval Staff, Ottawa, and to H.M.C.S. "Stadacona," Halifax.

Shortly prior to the completion of the number of days' foreign service leave due to them, Officers are to report to the Chief of the Naval Staff, either in writing or in person, and will then receive instructions as to their future appointments.

In normal cases they will return to England and will be instructed to report to the Admiralty for directions as to whether they are to rejoin the ship of the R.N. in which they were serving prior to leave.

(iv) *Free transportation to their homes, of Officers on returning to Canada after 12 months' foreign service, to take up an appointment in the R.C.N.*—Free transportation to and from their homes, if residents in Canada, and to and from the point on the border nearest to their homes, if residents of the United States, may be granted to Officers and men of the Canadian Naval Service returning from overseas to take up appointments in Canada, provided the service overseas has been continuous and has extended over 12 months, on the first occasion of their being granted leave. Free transportation includes railway fare only and does not include sleeping accommodation, subsistence or any other incidental expenses. Such additional expenses are not payable from Government funds.

(v) *Leave in England instead of in Canada after completing period of loan to the R.N.*—The Department has no objection to Officers, on completing period of loan to the R.N., taking in England the whole or a portion of the foreign service leave due to them, if they desire to do so, prior to returning to Canada.

In such cases, the Officer will be discharged to H.M.C.S. "Stadacona" for foreign service leave and for passage to Canada from date he goes on leave, and on arrival in Canada, after completing leave, will carry out the instructions which he has received from the Department as to his subsequent movements.

Officers desiring to avail themselves of this concession must forward application through the usual Service channels for permission to take their foreign service leave in England, in ample time to admit of obtaining instructions as to their movements on arrival in Canada subsequent to leave.

6. *Medical Examination of R.C.N. Officers Retired whilst serving with the R.N.*—If approval is given for the retirement of Officers of the R.C.N. whilst serving in H.M. Ships, a medical examination on discharge is to be carried out by the Medical Officer of the ship in which they are serving. The report of medical examination is to be forwarded to the Chief of the Naval Staff, Ottawa, and a copy of the report to the Medical Director General, Admiralty.

7. *Procedure when R.C.N. Officers are Recommended for Invaliding whilst serving with the R.N.*—R.C.N. Officers who, whilst serving with the R.N., are, as a result of medical survey, recommended for invaliding, are to continue on full pay until termination of their services in the R.C.N. is approved.

(ii) If, as in normal circumstances will be the case, they wish to return to Canada for final discharge, they are to be dealt with as prescribed in paragraph 2 of this order—"R.C.N. Officers vacating R.N. appointments for reasons other than misconduct or own request."

(iii) If they are unfit to travel, Admiralty decision as to their disposal is to be obtained.

(iv) If they wish to remain in England instead of returning to Canada for invaliding, telegraphic report should be made to the Admiralty, stating (a) name and rank; (b) nature and date of origin of the disability and whether due to service; (c) summary of recommendation of Board of Survey; (d) whether further medical treatment necessary. The Admiralty will inform the Chief of the Naval Staff, Ottawa, and the latter will communicate his wishes as regards further treatment, transfer of the case to representative of the D.S.C.R. in England, etc.

Officers who are recommended for further treatment, who elect to be discharged in Great Britain or Ireland, are to be informed prior to discharge that their unwillingness to return to Canada for treatment will be considered by the Department of National Defence and by the Board of Pension Commissioners, for Canada, as a refusal to accept such treatment, and the matter of a claim for pension will be dealt with accordingly.

(v) Whether the Officer wishes to remain in England or not, the report of Medical Survey, in triplicate, is to be forwarded to the Admiralty as soon as possible for transmission to the Chief of the Naval Staff, Ottawa.

*Note.*—Officers falling sick—see paragraph 17 (iii).

8. *Service and Promotion of Subordinate Officers of the R.C.N.*—Executive Officers of the R.C.N. will serve in H.M. Ships until they have completed their courses for promotion to Lieutenant.

Paymaster Cadets and Paymaster Midshipmen will serve in H.M. Ships until they have been promoted to Paymaster Sub-Lieutenant or to Paymaster Lieutenant, as may be found necessary in each case, according to appointments for them which are available in Canada.

The regulations for promotion of Officers of the R.C.N. are the same as for Officers of the R.N. The Admiralty will arrange the dates of the promotion of Subordinate Officers of the Executive Engineer and Accountant Branches of the R.C.N. according to those regulations.

Promotion from Sub-Lieutenant to Lieutenant will be made by Ottawa.

9. *Service Certificates Recommendations.*—The attention of Commanding Officers is called to the necessity for issuing certificates (S.450) to Officers of the R.C.N. serving in the Royal Navy. Half-yearly recommendations for promotion should be forwarded on Form S.206.

## SECTION II.—MEN.

### RATINGS OF THE ROYAL CANADIAN NAVY SERVING WITH THE ROYAL NAVY.

10. *Courses.*—The Admiralty provide facilities for men of the R.C.N. to undergo courses in the Technical Schools of the R.N. and, in certain cases, permit men to serve in H.M. Ships to acquire experience.

When a rating of the R.C.N. is sent to one of H.M. Ships or Establishments, the Chief of the Naval Staff, Ottawa, will inform the Admiralty as to whether, on the expiration of his course, etc., he should be sent to "Stadacona" at Halifax, or to "Naden" at Esquimalt.

11. *Reports to be rendered of Entry, Discharge, etc.*—On receipt of Royal Canadian Navy ratings from their own service and on discharge for reversion thereto, His Majesty's Ships and Establishments concerned are to render to the Admiralty (Registry of Personnel) Forms S.160 (Return of Entries, etc.) or S.161 (Return of Changes) respectively. S.161 is also to be forwarded on all occasions similar to those on which it is rendered for Royal Navy ratings. Form S.165 (Reports of Movements) is to be completed in the case of men and forwarded to the Director of Navy Accounts.

12. *Leave.*—The period of service of men of the R.C.N. whilst in ships of the R.N., counts as foreign service and carries with it foreign service leave on the scale authorised.

Men of the R.C.N., sent to England for courses, may be granted by the Commanding Officer of H.M. Ship or Establishment in which they are serving, leave up to 14 days on completion of the course and before returning to Canada.

The leave so granted is to be noted on the man's transfer list, and will be deducted from any foreign service leave due to him on his return to Canada.

Leave granted to a rating of the R.C.N. (whilst undergoing a non-substantive course in the R.N.) during the periods of leave granted to the ratings of the R.N. who are attending such courses, will not be deducted from the Foreign Service Leave due to the rating on his return to Canada.

13. *Passage to Canada.*—The Commanding Officer of H.M. Ship or Establishment in which a man of the R.C.N. is serving, should inform the Admiralty three weeks prior to completion of his course as to when he will be available to return to Canada (taking into account any leave which the man has requested) in order that the necessary arrangements for his passage may be made.



14. *Procedure when a Rating of the R.C.N. is Recommended for Invaliding whilst serving with the R.N.*—The procedure followed will be the same as in the case of Officers—see paragraph 7 above.

*Note.*—Men falling sick—see paragraph 17 (iii).

### SECTION III.—OFFICERS AND MEN.

#### PAY AND ALLOWANCES AND INSTRUCTIONS FOR ACCOUNTANT OFFICERS, ETC.

##### 15. *Pay and Allowances.*—

(i) The transfer lists of R.C.N. Officers and men lent for service with the Royal Navy, will specify their rates of pay and duty allowances in sterling. Should an Officer of the R.C.N. become entitled to an increase of pay or to a grant of any duty allowance whilst serving with the R.N. application is to be made to the Chief of the Naval Staff, Ottawa, for authority to make or commence the payment.

(ii) *Hard Lying Money* is payable to ranks and ratings of the R.C.N. serving in H.M. Ships, at the rates and under the conditions laid down in the King's Regulations and Admiralty Instructions.

(iii) *Difference of Mess Subscription* is payable to Gun Room and Warrant Officers of the R.C.N. when messed in the ward room of H.M. Ships, at the rates shown hereunder:—

(a) To Gun Room Officers ... .. 9d. a day.

(b) To Commissioned Officers from Warrant  
Rank and Warrant Officers ... .. 1s. a day.

(iv) *Income Tax* is not chargeable on the ledger of H.M. Ships against Officers or men of the R.C.N. The Department forwards annually, to each Officer and man of the R.C.N., an Income Tax Form with instructions as to completing and rendering the form, and as to remitting the amount of his Income Tax direct to the Commissioner of Taxation, Ottawa.

(v) *Grog Money.*—Petty Officers and men who do not take up the spirit ration, should be credited with grog money in accordance with the provisions of Article 1832, King's Regulations and Admiralty Instructions.

(vi) *Servant's Allowance* is not payable to Officers of the R.C.N. whilst serving in the R.N.

(vii) *Travelling Expenses.*—Claims for travelling expenses incurred by Officers and men in proceeding from Canada to join Ships and Establishments of the R.N. are to be forwarded to the Secretary to the High Commissioner for Canada, Canadian Building, Trafalgar Square, London, for transmission to the Chief of the Naval Staff, Ottawa, for authority of payment.

(viii) *Lodging and Provision Allowances.*—Officers are to be paid lodging and provision allowances under the conditions and at the rates applicable to R.N. Officers of corresponding rank.

(ix) *Clothing.*—Clothing, etc., will be issued on repayment for cash.

16. *Allotments.*—(a) Payment of allotments of all Canadian Officers and men being made from Ottawa, all new allotments within the ordinary limits are to be executed in dollars, and invariably notified to the Financial Superintendent, Department of National Defence (Naval Service), Ottawa, for payment.

(b) The appropriate charges against pay in respect of these allotments are to be made at the rate of \$4.86½ to the pound sterling.

(c) Alterations and stoppages of allotments are similarly to be notified to the Financial Superintendent, Department of National Defence (Naval Service), in time to reach Ottawa at the latest by the 18th of the month in which the change occurs. Where necessary, the stoppage should be notified by cablegram, the cost of which will be chargeable to Canadian funds.

17. *Ledger Accounts.*—The Ledger Accounts of Officers and men of the R.C.N., whilst serving in H.M. Ships and Establishments, are to be rendered on separate lists—14 R.C.N.; 17 R.C.N.—of the ledger, and pay and victualing shown separately in the abstracts.

(ii) *Discharge involving cessation of pay to be reported.*—Particular care is to be taken that all cases of discharge involving the cessation of Naval pay are reported to the Chief of the Naval Staff, Ottawa, as they occur.

In the case of desertion, the report should be made by W/T or cable. Where it is found necessary to furnish information to Ottawa by cable, the cost of the message should be charged to the Canadian Government.

(iii) *Officers and men falling sick. Continuation of pay.*—

(a) Officers and men of the R.C.N., who fall sick whilst serving in H.M. Ships and Establishments, but who are not cases for invaliding, will, whether the sickness is due to causes within or beyond their control, continue in receipt of full pay until cured, or until information is received from the Chief of the Naval Staff as to the date on which they should cease pay, or, in the case of men, as to whether, and from what date, hospital charges should be charged.

(b) Officers and men of the R.C.N., whilst serving on loan to the R.N., may be sent on such sick leave as is recommended by the Authorities of the R.N.

(c) When an Officer or man falls sick with a complaint which is likely to require long treatment or sick leave, the ship on whose books he is borne is to obtain from the hospital in which he is confined a report as to his sickness, and its probable duration, and is to forward the report to the Chief of the Naval Staff.

*Note.*—Procedure when R.C.N. Officers or men are recommended for invaliding when serving with the R.N.—see paragraphs 7 and 13.

(*K.R. & A.I., Arts. 601, 1639, 1732, Cl. 4, and App. V.*)

## **\*818.—National Savings Certificates—System of Supply and Accounting**

(D.N.A. 1764/33.—6.4.1933.)

### *Terms of Issue.*

(1) National Savings Certificates, unlike Stocks and Shares, do not go up and down in money value. The only change is upwards. The least that is repaid is the original purchase price, viz., 16s. per unit certificate. The certificates bear interest as follows: At the end of the first year a unit certificate will become worth 16s. 4d. Thereafter interest will be added as follows: During the second year, 1d. for each complete period of three months; during the third, fourth, fifth, and sixth year, 2d. for each complete period of four months. During the succeeding six years, 2d. for each complete period of three months with a bonus of 4d. at the end of the twelfth year. The value of a unit certificate will, therefore, be 20s. at the end of the eighth year, and 23s. at the end of the twelfth year.

(2) The interest on National Savings Certificates is free of Income Tax, and is not required to be included in any Income Tax Return.

(3) It is important that Savings Certificates purchased should be kept in a safe place, and also that a list of the serial numbers should be kept in some place separate from that in which the certificates themselves are stored.

(4) No individual may buy more than 500 certificates in his own name. He may, however, buy up to that limit for each member of his family.

### *Supply, Issue, and Accounting at Malta and Gibraltar Dockyards.*

(5) Supplies of certificates are obtainable from—

The Controller,  
Post Office Stores Department,  
Stamp Section,  
Somerset House,  
London, W.C.2.

(6) Requisitions are to be made out in duplicate and, when practicable, on the printed application forms supplied by the Post Office.

(7) Instructions as to issuing certificates are given in the Post Office Rules, Section C (II), Rules Nos. 21–46, copies of which are held by the Cashiers at Malta and Gibraltar Dockyards. These rules concern the Cashiers as regards the issue only of certificates. The Postal Order stamp should be used for dating certificates.

(8) Certificates are issued in the following denominations :—

			£	s.	d.
1 unit, purchase price	...	...		16	0
5 units, „ „	...	...	4	0	0
10 „ „ „	...	...	8	0	0
25 „ „ „	...	...	20	0	0
50 „ „ „	...	...	40	0	0
100 „ „ „	...	...	80	0	0

All certificates are of the same size and in each case the certificates should be affixed to a page in the Certificate Book, the counterparts being disposed of as directed in paragraph 11.

(9) The certificates are not to be included in the balance of Public Money, and sums received from the sale of certificates are to be kept separate from other moneys in the hands of the Cashier. When the balance of Public Money is counted the Examining Officer is to verify the Savings Certificates Fund Cash balance.

(10) On the first day of each month, or as soon after as practicable, the Cashier is to remit to the General Post Office the amount of the Savings Certificates Fund cash balance up to the last day of the preceding month. On the Remittance List the Cashier should be shown as the remitter, and the remittee will be the Comptroller and Accountant-General (A.G.D. 1318), General Post Office, London, E.C.1.

(11) Returns are to be rendered at the end of each month, or as soon after as practicable, to the Comptroller and Accountant-General, General Post Office, London, E.C.1, in a cover marked "A.G.D. 1318" in the bottom left-hand corner, showing the sales during the month, and the number and value of the certificates remaining. The Examining Officer is to verify the stock in hand and to countersign the return. If no transactions have taken place during the month a "nil" return should be furnished.

(a) The counterparts and the signature cards in the case of new holdings of ordinary issues of certificates should be enclosed with the returns of sales, etc.

(b) Credit should be claimed in the returns for any certificates spoilt before issue, or in the course of issue, and the spoilt certificates with the relative counterparts should be forwarded with the return of sales, etc.

(12) Supplies of forms for requisitioning National Savings Certificates and supplies of Certificates Book No. 74D, and further copies of the Post Office Rules, Section C (II), if required, should be requisitioned from—

The Controller,  
Post Office Stores Department,  
Studd Street Depôt,  
Islington,  
London, N.1.

Supplies of forms for rendering returns of sales, etc., should be requisitioned from—  
The Comptroller and Accountant-General,

(A.G.D. 1318),  
General Post Office,  
London, E.C.1.

#### *Purchase by Remittance.*

(13) Remittances for the purchase of National Savings Certificates should be made through the Accountant Officer, Paymaster or Cashier, and the Admiralty in the same way as remittances to relatives, etc.

(14) The date of the Remittance List in which the payment appears will be taken as the date of purchase in each case. Special care should, therefore, be taken to note the exact date (and not the month only) in the Paymaster's certificate on each Remittance List.

(15) Until further notice, National Savings Certificates purchased under this Order will be retained in the custody of the Postmaster-General unless an application for their disposal otherwise is received from the purchaser.

(16) In the event of the death of the purchaser, the certificates will be sent to his legal representative on application to the Postmaster-General. Steps will be taken in due course to effect a settlement in any such case in which an application has not been received.

(30) Allotments must be at the rate of 16s. per month or a multiple thereof. Instalments of less than 16s. cannot be accepted.

(31) Permission to declare Allotments for the purchase of National Savings Certificates may be granted to Civilians employed in Naval Establishments abroad. On receipt of the Allotment forms in duplicate at the Admiralty, one copy will be transmitted to the Postmaster-General as his authority for purchase.

(32) An acknowledgment that he is an investor, showing the monthly amount allotted, will be furnished to each allotter by the Postmaster-General as soon as possible after receipt of the first payment.

(33) Purchases will be effected as on the first day of the month following that for which the allotment commences, and monthly thereafter until notice of stoppage on the usual Form S.54B is received. Interest will accrue as from the date of purchase.

(34) Other arrangements in connection with this method of purchase will correspond with those indicated above under the heading "Purchase by Remittance."

#### *Repayment.*

(35) As a special concession to men serving in the Royal Navy it has been arranged that repayment of Savings Certificates may be made by the Accountant Officer without reference to the Money Order Department, London. Any man desiring repayment should fill in a Form No. 576 and surrender the certificates which he wishes to be repaid. The Accountant Officer must satisfy himself that the certificates are date-stamped as duly issued, and that the applicant is the person named on the certificates (or the cover of the Certificate Book) as the registered holder, and may then pay the value of the certificates, including any interest which has accrued. Tables showing the interest due at date of repayment may be obtained on application to—

The Comptroller and Accountant-General

(A.G.D. 1318),

General Post Office,

London, E.C.1.

A receipt should be taken on the back of the Form No. 576 in the following terms :—

Received the sum of \_\_\_\_\_ being the value, including interest, of the  
Savings Certificates described on the other side, which are hereby  
surrendered.

Signature .....

Date.....

(36) This arrangement does not apply to certificates purchased by remittance and held in the custody of the Postmaster-General.

(37) The partial repayment of a multiple certificate is not permissible.

(38) Cash for the repayment of National Savings Certificates is to be obtained from Naval Public Money and not from cash received for certificates previously sold.

(39) When the value of National Savings Certificates has been repaid the certificates should be securely attached to the relative receipted Forms No. 576, and forwarded as early as possible to the Controller, Money Order Department, G.P.O., Manor Gardens, Holloway, London, N.7, with a covering notation in the following form—

The Controller,  
Money Order Department.

Attached are National Savings Certificates repaid on H.M.S.

"....." Total amount repaid £

.....

Accountant Officer.

Date.....

(40) The form of notification can be obtained from the Comptroller and Accountant-General (A.G.D. 1318), G.P.O., London, E.C.1.

(41) The cash voucher for the money refunded should contain a list of the certificates which have been repaid, showing the full serial numbers of the certificates, the names of the payees, the amount repaid to each person, and the respective dates of repayment.

**915.—Special Service Ordinary Seamen—Training**

(N. 623.—13.4.1933.)

In view of the limited scope of the instruction given in the dépôts to Special Service Ordinary Seamen as compared with the training received by Continuous Service ratings, attention is drawn to Appendix XVII, part 2, paragraph 3, of the King's Regulations and Admiralty Instructions, concerning the training of Special Service Seamen, and to the necessity of giving them as much practical instruction and supervision as possible during their sea training.

(K.R. &amp; A.I., App. XVII, Part 2.)

**\*918.—Unemployment Amendment Act (New Zealand), 1931**

(D.N.A. 1471/33.—13.4.1933.)

The following instructions regarding the payment by Naval personnel belonging to, or lent under agreement to, the New Zealand Naval Forces, of the levy and deduction from pay and allowances, and value of victualling under the Unemployment Amendment Act (New Zealand), 1931, are promulgated for information and necessary action.

2. The levy is at the rate of 20s. per annum, payable in quarterly instalments of 5s. each on 1st February, 1st May, 1st August, and 1st November.

3. In addition to the levy, all pay and allowances earned by the personnel referred to above, with the exception of Kit Upkeep Allowance, but including the value of victualling, are subject to a deduction of 1d. for every 1s. 8d. or part thereof contained in such pay and allowances.

4. All officers and ratings (New Zealand or loan) whose pay, etc., is chargeable to New Zealand funds, are liable for this levy and deduction from pay and allowances, with the exception that men undergoing sentences of imprisonment or detention on any levy instalment date, and whose actual period in prison will extend for at least one month from such instalment date, are exempt from payment of that particular instalment of levy.

5. *Accounting Procedure.*—Every officer and man borne for pay on an instalment date is to be charged the sum of 5s. in the "Insurance Deductions" column of the ledger. In addition, on the last day of each quarter a charge is to be made at the rate of 1d. for every 1s. 8d. or part thereof contained in the total pay and allowances earned during the quarter. For the purpose of this calculation, when officers and men are victualled, the value of victualling is to be regarded as a sum equal to the current victualling allowance. When officers and men are not victualled the actual allowance paid is to be included. This charge is also to be shown in the "Insurance Deductions" column of the ledger.

6. The charges in respect of the levy and deductions from pay and allowances are to be inserted in red ink, and totalled and abstracted separately from other insurance deductions, under the letters "N.Z.U."

7. Pay documents of officers and men transferred are to show the date of the last charge of the levy of 5s. and sufficient information as to pay and allowances earned and value of victualling, to enable the quarterly deductions to be correctly made.

8. *Personnel reverting to the Royal Navy.*—Deductions of pay, etc., are to be charged against officers and men borne for pay at New Zealand rates during accumulated leave periods, and the levy is to be charged on any instalment date falling within the period of such leave.

**\*920.—Vocational Training—Revised List of Series “A” Courses**

(N./D.P.S. 36/33/P.—13.4.1933.)

The following is a complete list of Series “A” courses, *i.e.*, those approved to be conducted by local Vocational Training Committees. (Series “B” comprises those held by municipal technical schools or the international correspondence schools.)

Detailed syllabi have not been included, as conditions vary at the different ports, and some courses are only available at certain centres.

Information regarding all courses available at each centre, their length, fees charged, etc., is communicated as requisite by local committees to ships and establishments concerned.

**I***Handyman Course*

This consists of training in subjects of a general nature which, while acceptable and attractive to men, will increase the extent of their usefulness to employers, and will, in addition, aid the men themselves in the upkeep of their own homes.

The instructions given includes painting, paperhanging, general house decorating, plumbing and tinkering, carpentry (including general house joinery), bricklaying and plastering.

On the Mediterranean Station, separate courses are available in carpentry, house decorating and painting, plumbing or bricklaying.

Men eligible ... Ratings of any Branch, but the course is primarily intended for the ordinary unskilled Naval rating or Royal Marine.

**II***Central Heating Course*

This includes construction and working of central heating plants, and may be given as a separate course or taken in conjunction with the Handyman Course.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

**III***Bricklaying and Plastering Course*

This gives the necessary training required to enable a man to enter the building trade as a bricklayer's improver.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

**IV***Handyman about the Estate Course*

This comprises instruction in poultry, pig and bee keeping, care of horses, dogs and other animals and birds, stable work, care of gardens, hot houses, lawns and sports grounds.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

*Note.*—This course is only held at Portsmouth.

**V***Pig and Poultry Farming Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

**VI***Gardening Course*

This includes fruit, flower and vegetable growing, and use of glass-houses.

Its object is to help men to make the best of their own allotments and gardens and increase their usefulness to employers.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## VII

*Motoring Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

*Note.*—At Portsmouth, this course is held at the Royal Naval Benevolent Trust's School of Motoring, and is under the control of the Royal Naval Benevolent Trust.

## VIII

*Country House Lighting Course*

This includes instruction in the care and running of a country house electric lighting plant and of electrical bell and house telephone installations, and may be given as a separate course, or included in the Handyman or Motoring Courses if desired.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## IX

*Cinema Operator's Course*

This includes instruction in machine and electrical equipment, running films, projection, care and operation of sound film apparatus, safety arrangements in case of fire, re-winding and repairing of films.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## X

*Butler and Valeting Course*

This includes instruction in house and scullery work ; boots ; care and cleaning of silver and glass ; care of clothes ; pressing and cleaning ; cabin and bed-making ; packing luggage ; laying of tables ; waiting, serving of wines, folding serviettes, and general glossary of terms.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XI

*Barbering Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XII

*Boot Repairing Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

Instruction in bootmaking is also given at some centres.

## XIII

*Tailoring Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XIV

*Commercial Courses*

These include instruction in book-keeping, shorthand, typewriting, etc.

Men eligible ... Ratings of any branch, preference being given to unskilled or semi-skilled ratings.

## XV

*Foreign Languages Courses*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.



## XVI

*Course for Certificate of Efficiency as Lifeboatman*

This is to prepare candidates for the Board of Trade examination for the certificate of efficiency as Lifeboatman, and includes instruction regarding the fittings and equipment of a Merchant Service Lifeboat as required by the Board of Trade.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XVII

*Rigger's Course*

This includes all forms of rigging work, docking ships, staging, etc., to qualify a man for employment as Rigger's Labourer.

Men eligible ... Ratings of Scamen Branch and pensioners under 42.

## XVIII

*Elementary Cookery Course*

Men eligible ... Ratings of any Branch (other than cooks), preference being given to unskilled or semi-skilled ratings.

Additional practical experience, without extra charge, can be obtained by men undergoing this course by working in galleys.

## XIX

*Food and Cookery Course*

This qualifies a rating for the Board of Trade Certificate of competency in cooking (*see* Section 27 of the Merchant Shipping Act).

Men eligible ... All Cook ratings.

## XX

*Canteen Work Course*

This is conducted by the Navy, Army and Air Force Institutes, and forms a good training for any retail trade, especially grocery.

Men eligible ... Primarily for members of Writer, Supply and Regulating Branches and Officers' Stewards (C.S.). Local vocational training committees may permit ratings of other Branches to undergo this Course where they are satisfied that real benefit will be conferred on the rating concerned.

## XXI

*Physical and Recreational Training Course*

This includes instruction in teaching, organising and judging all games, athletics, swimming, gymnastics, and physical drill.

Men eligible ... C.P.Os., P.Os., Leading Rates of all Branches and N.C. Officers, Royal Marines (preference being given to unskilled or semi-skilled ratings), who are medically fit to undergo the course and are recommended by their Commanding Officers. In making recommendations, Commanding Officers should bear in mind the type of man required. He should be athletically inclined, well built, physically fit, still active and not running to fat, and have good power of command and "V.G." character. It will be advantageous if he is a good football player, gymnast, swimmer, oarsman or fencer; in particular, applicants for this course, who are not already P. and R.T. instructors, must be good at games, as otherwise they will stand little chance of employment in competition with fully qualified instructors.

*Note.*—This course is only held at Portsmouth.

## XXII

*Internal Combustion Engine Course*

This may be divided into two sections, viz. :—

- (a) "Mechanical."
- (b) "Non-mechanical."

On the Mediterranean Station courses are available in—

- (c) Internal Combustion Engines as applied to motor engineering (including mechanical and electrical equipment of a car).
- (d) Heavy oil engines. (Lectures on theory, construction and maintenance).

Men eligible ... For (a) and (d), Engine-room Artificers, Electrical Artificers, Ordnance Artificers, and Mechanicians.

For (b) Chief Stokers, Stoker Petty Officers, Higher Torpedo ratings and other ratings with slight previous mechanical knowledge.

For (c) ratings of any Branch.

## XXIII

*Marine Engineering Course*

This provides instruction in machine drawing and practical mathematics in preparation for the examination for Board of Trade Second Engineer's Certificate.

Men eligible ... Engine-room Artificers and Mechanicians.

*Note.*—This course is only held on the Mediterranean Station.

## XXIV

*Steam Wagon Driver Course* (Temporarily suspended).

This provides instruction in driving and engine maintenance, including sufficient practical training at a steam wagon manufacturer's works to qualify a man for employment as driver.

Men eligible ... E.R.As., Mechanicians, Chief Stokers, and Stoker P.Os.

All arrangements regarding this course are made by Portsmouth.

## XXV

*Acetylene Welding Course*

Men eligible ... All Artisans and Artificers.

## XXVI

*Electrical Installation Course*

This includes practical work in connection with shore wiring, together with the necessary theory, and is intended—

- (a) To enable a candidate, after a local examination in the Torpedo School, to obtain a vocational training certificate in this subject.
- (b) To prepare candidates to take the City and Guilds of London Institute's examinations in electrical installation work held annually in May. A certificate from this institute is of considerably more value to an ex-Naval rating seeking employment ashore than one issued by the Port Vocational Training Committee, and E.As. and higher torpedo ratings should have very little difficulty after completing the course.

Men eligible ... Electrical Artificers and higher torpedo ratings.

*Note.*—At Portsmouth, ratings of any Branch are eligible for this course; the Commanding Officer, H.M.S. "Vernon," may, however, terminate the course for any candidate if, after four weeks' experience, he considers him unsuitable for further instruction.

## XXVII

*Electric Power Plant Course*

This is intended to equip ratings of mechanical branches with the electrical knowledge necessary to qualify them for charge of power stations.

Men eligible ... E.R.As., Mechanicians, Ordnance Artificers.

## XXVIII

*High Tension Electrical Jointing Course*

This includes jointing large electric cables.

Men eligible ... Electrical Artificers, T.G.Ms., and L.T.Os.

(C13735)

## XXIX

*Electrical Engineering Course*

This is to prepare candidates to take the annual examinations for City and Guilds Certificates in this subject.

Men eligible ... Electrical Artificers, Petty Officer Telegraphists, and Higher Torpedo ratings.

## XXX

*Sounder Reading Course*

This is intended to train men to pass an examination in the subject, with the object of fitting them for employment in the Post Office.

It should be impressed on applicants that no guarantee of employment under the Post Office is attached to the course.

Men eligible ... Ratings of Signal and Telegraphist Branches.

## XXXI

*Course for Postmaster-General's Certificate of Proficiency in Wireless Telegraphy.*

This is to prepare candidates for the examinations for Postmaster-General's certificates.

Full details are contained in O.U. 5298/29, Signal Training Instructions.

Men eligible ... Ratings of Telegraphist Branch.

## XXXII

*Radio-Communication Course*

This is to prepare candidates to take the annual examinations for City and Guilds certificates in this subject.

Men eligible ... Ratings of Telegraphist Branch.

## XXXIII

*Automatic Telephony Course*

This includes care and management of automatic telephone exchange.

Men eligible ... Electrical Artificers, Torpedo and Wireless ratings.

## XXXIV

*Chemistry and Practical Pharmacy Course*

This qualifies members of the Sick Berth Branch to sit for the examination for Dispensers (Assistant's Examination), Society of Apothecaries.

Men eligible ... Members of the Sick Berth Branch.

## XXXV

*Sanitary and Meat Inspector Course*

Men eligible ... Members of the Sick Berth Branch.

### **\*968.—Officers and Men Serving in the Royal Australian Navy on Exchange or Loan—Payment**

(C.W. 2353/33.—20.4.1933.)

As from 1st July, 1931, the arrangements for the payment of officers and men of the Royal Navy serving in the Royal Australian Navy in exchange appointments or on loan, are as under. The revised procedure *does not apply to officers in receipt of consolidated salary.*

## SECTION I

*Officers serving in Exchange Appointments*

2. These officers are to be paid at R.N. rates of pay chargeable to the Admiralty and subject to United Kingdom Income Tax, but if serving in a shore appointment will further be liable to Australian State Tax and State

Unemployment Tax.\* They will be borne for pay on the ledgers of the R.A.N. ships and establishments to which they may be appointed. The payments actually made to them in Australia will be made in Australian currency, and exchange adjustments will be made half-yearly on the basis of the average daily rate of exchange obtaining during the preceding six months. Allotments will be permitted within the limits laid down by King's Regulations and Admiralty Instructions. If payable in the United Kingdom the amounts allotted will be paid in sterling. If payable elsewhere they will be paid in local currency at the appropriate rate of exchange. Remittances (as distinct from allotments) from Australia will not be officially arranged for.

## SECTION II

### *Officers serving on Loan*

3. These officers will continue to be paid by the Australian Government at R.A.N. rates of pay in Australian currency and will be subject to Australian taxation.

4. Each officer will, however, be paid periodically by the Admiralty, in addition, such round sum as may be necessary to bring his total R.A.N. emoluments (less Australian taxation thereon) approximately up to the amount (less United Kingdom income tax) that he would have received if serving in a similar appointment in the R.N., ignoring any difference in exchange (*i.e.*, for the purpose of this comparison the Australian £ will be taken at par). *See also* paragraph 6.

This adjustment to R.N. rates has retrospective effect to 1st December, 1930.

Claims to this supplementary payment are normally to be rendered by officers through the Australian Authorities at intervals of not less than three, and preferably not less than six, months, but may, if so desired, be rendered on the completion of service in the Royal Australian Navy. The claims should be related to calendar quarters, *i.e.*, they should be rendered in respect of the periods ending 31st March, 30th June, 30th September and 31st December of any year; and claims relating to a period ending 30th June should be accompanied by a United Kingdom Income Tax Declaration completed in full in accordance with the rules for the payment of United Kingdom Income Tax.

Claims by officers who have since returned to the Royal Navy are to be rendered direct to the Director of Navy Accounts.

5. The allotments of officers serving "on loan" will be subject to the following restrictions:—

- |  |   |
|--|---|
| (a) If the officer's wife and family remain in the United Kingdom. | Allotment must not exceed three-fifths of the officer's total R.A.N. pay and allowances (excluding entertaining allowance). |
| (b) If the officer is single or wife proceeds to Australia.        | Allotment must not exceed one-fifth of total R.A.N. pay and allowances (excluding entertaining allowance).                  |

Any loss on exchange resulting from allotments within the above prescribed limits will be borne by the Australian Government.

6. These arrangements for allotment do not apply to the additional sum payable by the Admiralty in accordance with paragraph 4 above. This additional sum will be paid at the option of the officer either (a) to his nominee in the United Kingdom, in sterling, or (b) to the officer himself in Australia in Australian currency at the rate of exchange authorised at the time of payment.

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\* From 1st July, 1931, and until further notice, R.N. officers serving in shore appointments on exchange in the State of Victoria, are exempt from Australian State Tax and State Unemployment Tax.

## SECTION III

*Ratings serving on Loan*

The foregoing arrangements for equalising total pay (less tax charges) will be generally applicable to ratings serving on loan, but allotments will be allowed without restriction.

**\*998.—Re-entry into the Royal Navy and Royal Marines**

(N. 5114/32.—27.4.1933.)

Re-entry in the Royal Navy is restricted to men who are willing to accept the lowest rating for which they are eligible by age, etc., in branches in the Royal Navy for which recruiting is at present open, or the lowest grades in the Royal Marines (but *see* paragraph 4 below). Re-entry in the Royal Navy is for the present open only to men under 25 years of age with former Naval or Royal Marine service, and in the Royal Marines to men under 31 years of age with former Royal Marine service. For artificer and artisan ratings the age limit for re-entry is the same as for entry, viz., 28 years. The age limit for re-entry of stokers is 30 years, provided that by reckoning former service they can complete 22 years' service for pension before attaining the age of 50.

2. Applications for re-entry on the ground of unemployment or other special hardship may be submitted through the proper channels for consideration, notwithstanding that men may be above the limits of age laid down for re-entry, provided:—

- (i) *Cancelled*;
- (ii) That their previous record renders re-entry desirable (*vide* Articles 27 and 66, Recruiting Instructions);
- (iii) That by reckoning former service they can complete time for pension before attaining the age of 50 (Article 1984, King's Regulations and Admiralty Instructions).

3. Article 120, R.F.R. Regulations, clause 1, final sentence, which debars Special Service men, and men discharged free or on reduced terms in order to join the Royal Fleet Reserve, from rejoining the Royal Navy except in special circumstances, is suspended until further orders for candidates for re-entry as Able Seaman (Special Service) or Stoker 1st class.

4. Men are to be re-entered in a rating not lower than the equivalent rank of Able Seaman, provided they had reached that rating on discharge. Men who had not reached the equivalent rating of Able Seaman are to be re-entered in the equivalent rating of Ordinary Seaman.

5. Candidates for re-entry in the Royal Navy are to be informed of the Regulations in regard to the supply of clothing set out in Article 1868, King's Regulations and Admiralty Instructions, and are to sign a certificate that they are prepared to pay for their kit. This certificate is to be attached to the candidate's entry papers.

6. Men discharged under the Special Reduction scheme of 1922 (A.F.O. 1359/22, etc.) are liable to special rules for re-entry, and should not be re-entered without special reference to the Admiralty.

7. Re-entries who previously held non-substantive ratings which are not proper to their new substantive rating will assume the highest non-substantive rating in their own speciality proper to their new substantive rating provided they have not been absent for more than a year. Those who have been absent for more than a year will be required to re-qualify before assuming any non-substantive rating.

8. On re-advancement to former substantive rating, the higher non-substantive rating may be resumed under the following conditions:—

- (a) Rating re-advanced within one year from date of discharge will resume higher non-substantive ratings without further re-qualification.
- (b) Ratings re-entered within one year of discharge but not re-advanced within that year will resume the higher non-substantive ratings with pay from the date of re-advancement, but will be required to re-qualify at the earliest possible opportunity.
- (c) Ratings who have been absent from the Service for more than a year will be required to re-qualify before resuming any non-substantive rating.

## 1001.—Naval Personnel Serving Abroad—Facilities for Passages of Wives and Families

(C.W. 1053/32.—27.4.1933.)

The following particulars are promulgated for the information of Naval personnel who are contemplating taking their wives and families abroad under conditions in which the wives and families are not entitled to passage wholly or partly at Government expense.

### A.—*Special Facilities on Packet Vessels*

2. Certain Shipping Companies have agreed to grant special concessions from their tariff rates for return and, in some cases, single voyages for wives and families of Naval personnel. These concessions apply to the Mediterranean, China, Africa, and America and West Indies Stations and information will in future be furnished on appointment to officers detailing the concessions applicable to the particular Station. Information as to these concessions will be furnished to the Commanding Officers of the R.N. Barracks and Colonel Commandants of the Royal Marine Divisions, and R.M. Depôt, Deal, who are to arrange for it to be supplied to ratings and other ranks, R.M., on application. Similar information will be recorded in the relative Station Order Books.

3. As regards other Stations, Cabin and Tourist accommodation at rates considerably less than the normal 1st Class tariff rates is provided by certain Shipping Companies, and in the circumstances no special concessions are available for wives and families of Naval personnel. In order, however, to assist Naval Officers and ratings, information as to these tariff rates will be issued in the same way as the special concession rates referred to above.

### B.—*Indulgence Passages*

4. Transports are not as a rule engaged for the conveyance of naval personnel and the only opportunities for indulgence passages occur, therefore, in troopships engaged on behalf of the War Office or Air Ministry. These opportunities are, however, very rare, as the accommodation in such ships is almost always fully occupied by passengers entitled to passage at Government expense.

5. While applications for the grant of indulgence passages in troopships to the wives and families of Naval Officers or ratings appointed to, serving in or relieved from seagoing ships abroad will be considered in future it must be understood that Naval indulgence passages in War Office or Air Ministry troopships can only be granted after Military or Royal Air Force applications respectively have been dealt with.

6. A condition of the grant of indulgence passages is that no expense shall fall on public funds. Consequently such passages can only be allowed when there is spare accommodation in a troopship which cannot be filled by passengers entitled to conveyance at Government expense and on payment by the passengers, prior to embarkation, of the cost of their messing. Further, 1st Class indulgence passengers will be liable to be disembarked at intermediate ports to make room for "entitled" passengers. Each 1st Class indulgence passenger will therefore be required to sign a statement to the effect that, in the event of the berth being required at an intermediate port for the embarkation of an "entitled" passenger, he will be prepared either to vacate his berth or to pay the cost of a packet passage for the "entitled" passenger in question plus any hotel or rail expenses involved in the latter's detention and onward voyage.

7. In accordance with Articles 98 and 99 of the Regulations for H.M. Sea Transport Service, it is essential that there should be a formal application for the indulgence passage and this application must be approved by the Admiralty for voyages from the United Kingdom and by the Senior Naval Officer for a voyage between ports abroad or homeward to the United Kingdom. The application is then forwarded to the Director of Sea Transport or the Superintending Sea Transport Officer respectively.

## 1202.—Fleet Air Arm—Flying and other Accidents—Casualties —Losses of Cash, Stores, etc.—Courts of Inquiry

(N.L. 1514/33.—25.5.1933.)

The following revised procedure has been agreed between the Admiralty and Air Council for reporting flying and other accidents, notifying casualties, and holding Naval Courts of Inquiry into matters concerning the Fleet Air Arm whilst under Naval discipline.

### *Reporting of Flying Accidents*

2. The term "flying accident" is deemed to include all accidents arising from causes (other than enemy action) connected with flying and thus includes not only those arising in flight but also those arising:—

- (a) In starting the aircraft for its flight, including airscrew accidents;
- (b) In landing or alighting on water; and
- (c) In hoisting aircraft out of, or into, a ship and securing it on board.

3. The Senior Officer, Royal Air Force, is to report all flying accidents to the Captain.

### *Telegraphic Reports*

4. The Captain is to telegraph the reports required by K.R. & A.C.I., paragraph 743, clauses (1) to (3), for flying accidents occurring in the circumstances specified in home waters, and by paragraph 2310, clause 1, if a casualty has occurred (*see* also paragraph 11 below), in the sequence and form therein laid down. This report is to be addressed to the Admiralty direct and repeated to the Senior Naval Officer and other appropriate Naval authorities (in compliance with King's Regulations and Admiralty Instructions, Articles 1130 and 1135 and A.F.O. 1864/30), the Air Ministry and the Air Officer Commanding, Coastal Area, in home waters, or the appropriate Air Force Authority on foreign stations.

### *Written Reports*

5. Flying accidents which may require investigation by Court of Inquiry (*see* paragraph 14) are to form the subject of a written report by the Captain to the Senior Naval Officer. In this report (which should be in triplicate) the Captain should state:—

- (a) His opinions as to the cause of the accident and as to whether free from doubt;
- (b) Whether he considers there is evidence of negligence or default, and
- (c) That the instructions in paragraph 4 have been carried out or explain why not complied with.

(*See* paragraph 11 as to letter to next of kin.)

The Senior Naval Officer is to forward the Captain's report to the Admiralty and send a copy to the Air Ministry stating his opinion and the action he is taking.

6. Flying accidents which do not require further investigation by Court of Inquiry need not be reported in writing to the Senior Naval Officer unless he so directs, but such written reports as may be required by K.R. & A.C.I., paragraphs 743, clause 6 (certain flying accidents in home waters), and 2310, clause 2 (flying casualty reports)—*see* paragraph 9 below—are to be sent direct to the Air Ministry.

### *R.A.F. Casualties—Reporting and Notification to Next of Kin*

7. The Senior Officer, R.A.F., is to report all casualties among R.A.F. personnel to the Captain.

*Telegraphic Reports*

8. The Captain is to telegraph to the authorities specified below, such casualty reports as are required to be made by the K.R. & A.C.I. quoted:—

*Flying casualties* (K.R. & A.C.I., paragraph 2310, clause 1), as directed in paragraph 4 above;

*Non-flying accidents involving death or serious injury* (K.R. & A.C.I., paragraph 2311, clauses 1 and 2), to Admiralty, repeated to the Senior Naval Officer and Air Ministry.

*Deaths from natural causes* (K.R. & A.C.I., paragraph 2314), to Air Ministry.

*Serious or dangerous illness* (K.R. & A.C.I., paragraph 2315), to Air Ministry.

The above telegrams, when concerning casualties to Airmen, are to be repeated to the Officer i/c R.A.F. Records, Ruislip (K.R. & A.C.I., paragraph 2317).

*Written Reports*

9. Any injury (however slight) sustained by R.A.F. personnel in a flying accident, which does not form the subject of a written report to the Senior Naval Officer under paragraph 5 above, is to be reported by the Captain in writing direct to the Air Ministry (K.R. & A.C.I., paragraph 2310, clause 2).

10. The circumstances attending the accidental death of, or serious personal injury to any member of the R.A.F. on board, due to causes other than a flying accident (K.R. & A.C.I., paragraph 2311, clause 3) are to be reported in triplicate to the Senior Naval Officer, who is to proceed as laid down for flying accidents in paragraph 5 above.

*Next of Kin*

11. When a casualty (unless of a trivial nature) to R.A.F. personnel occurs on active service or as the result of an accident not on active service, or in the event of death or dangerous or serious illness due to natural causes, the Captain is to telegraph immediately to the next of kin, if:—

(a) The casualty occurs at home and the next of kin resides in the British Isles, or

(b) The casualty occurs abroad and the next of kin resides in the country where it occurs.

In other cases the next of kin will be informed by Air Ministry upon receipt of the report rendered under paragraph 8.

The message to the next of kin is to state definitely whether the officer or airman is killed, or dangerously or seriously injured or ill, the nature of the injuries or illness being briefly stated.

*Death.*—When a death occurs at home or abroad, and whether a telegram (as above) has been sent to the next of kin or not, a letter signed by the Captain is to be sent to the next of kin giving information as to the nature of the fatal accident or illness together with such other particulars as may be considered appropriate.

*Forms, etc.*

12. The Captain will be responsible for rendering direct to the Air Ministry, where necessary, R.A.F. Forms 551 and 659 and burial reports (K.R. & A.C.I., paragraph 2320).

*Courts of Inquiry into Flying Accidents*

13. Naval Courts of Inquiry in flying accidents (as defined in paragraph 2) are held primarily in order to arrive at a correct conclusion as to the cause and circumstances of the accident, to allocate responsibility where necessary, to ensure that the fullest possible benefit is gained from the experience and, if possible, to guard against recurrence of similar accidents.



14. A Naval Court of Inquiry, consisting of Naval and/or Air Force officers, as may seem most appropriate, is to be convened by the Senior Naval Officer to investigate the circumstances attending a flying accident if:—

- (a) An occupant of the aircraft, or other person, has sustained serious or fatal injury;
- (b) Personal injury or damage to an aircraft or other property is involved, unless the cause of the accident is free from doubt or the holding of the inquiry would serve no useful purpose;
- (c) There is evidence of negligence or default connected with the loss of or damage to an aircraft.

15. *When in Home Waters* the Senior Naval Officer is to notify the date and place of the Court of Inquiry to the A.O.C., Coastal Area, who will arrange for the attendance of a representative of the Accidents Investigation Branch, Air Ministry, or of a R.A.F. officer to assist the Court as a technical adviser and to propose questions to be asked to elucidate matters of air technique.

*On foreign stations* the appropriate Air Force Authority is similarly to be informed and will send or nominate a technical expert to attend the Court.

16. The finding of the Court should include a statement following, as far as applicable, the form prescribed for the Royal Air Force (R.A.F. Form 412).

17. Copies of the proceedings are to be forwarded to the Admiralty in duplicate.

18. A copy of the finding of the Court of Inquiry will be sent by the Admiralty to the Air Ministry as early as practicable.

#### *Naval Courts of Inquiry into other Accidents and Losses of Cash, Stores, etc.*

19. Deaths or serious injuries reported to the Senior Naval Officer under paragraph 10 of this Order (*see also* K.R. & A.C.I., paragraph 1327, clauses 1 and 3) and losses of cash reported under paragraph 21 (b) are invariably to be investigated by a Court of Inquiry which may be constituted as laid down in paragraph 14.

Losses of or damage to R.A.F. equipment or stores reported to the Senior Naval Officer under paragraph 21 (b) may be investigated by a similarly constituted Court of Inquiry at the Senior Naval Officer's discretion.

The rules of procedure laid down in Article 488, King's Regulations and Admiralty Instructions, are to be followed in so far as they are applicable.

Copies of the proceedings are to be forwarded, in duplicate, to the Admiralty, whence one copy will be sent to the Air Ministry.

#### *Air Force Court of Inquiry*

20. When an Air Force Court of Inquiry has been held to investigate an accident or other matter arising in a Fleet Air Arm Unit which was serving under Air Force discipline at the time the accident or other matter arose, but has since returned to Naval discipline, a copy of the proceedings and finding of the Court will be sent in quadruplicate to the Commanding Officer of H.M. ship to which the unit is attached and will be submitted by him through the usual Naval channels to the Admiralty.

#### *Losses of Cash or Loss or Damage to Royal Air Force Equipment on Charge of Fleet Air Arm Units in Aircraft Carriers*

21. (a) Losses of or damage to Royal Air Force equipment or stores are to be dealt with under the provisions of Appendix X to "Instructions relating to the Supply of Naval Stores to H.M. Ships, etc. (B.R. 4)," within the financial limits therein defined. Losses or damage beyond those financial limits should be referred to higher Air Force Authority.

(b) In all cases within his financial powers of write off, the Captain, if he considers a useful purpose will be served, may order a joint investigation by Royal Naval and Royal Air Force officers or refer the question to the Senior Naval Officer, with a view to investigation by a Naval Court of Inquiry composed of Naval and/or Air Force officers. Losses of cash are invariably to be the subject of such a Court of Inquiry.

*Note.*—Losses of or damage to airframes, aircraft engines or other R.A.F. equipment held on R.A.F. inventory charge in H.M. ships, other than aircraft carriers will be dealt with under Air Force Regulations and will be reported to the appropriate Air Force Authority through the usual channels. (*See Appendix X to B.R. 4* regarding Royal Air Force equipment in H.M. ships other than aircraft carriers.)

(*A.F.O. 1864/30.*)

(*K.R. and A.I., Arts. 488, 1130 and 1135.*)

### **\*1205.—Seamanship Examination for Warrant Rank—Syllabus (S.440) and Position of Successful Candidates on Roster**

(C.W. 5041/32.—25.5.1933.)

The undermentioned revised syllabus for the seamanship examination for the rank of Gunner, Gunner (T), and Boatswain is to be brought into force on 1st December, 1933.

#### **SYLLABUS**

##### *Seamanship examination for an Executive Warrant Officer*

##### *1. Power of command*

Candidates to be tested as to their ability to take charge of a body of men, *e.g.*—

- (i) At platoon drill.
- (ii) At physical exercises.
- (iii) At a small evolution.

Full marks—150.

##### *2. Officer of Watch*

- (a) Good knowledge of regulations and requirements for the prevention of collisions at sea.
- (b) A knowledge of duties required of an officer in charge of a watch at sea, including how to lay off a course, fix a ship's position by cross bearings, and to read a chart.
- (c) The general duties of an officer of the watch or day in harbour.
  - (i) Measures necessary for the safety of the ship and boats.
  - (ii) Disciplinary powers of the officer of the watch or officer of the day.
  - (iii) Procedure for dealing with defaulters and request men.

- (d) *Patrols.*—A general knowledge of the duties of an officer in charge of patrols.

Full marks—200.

##### *3. Rigging*

- (a) Fitting, maintenance and survey of all standing and running rigging and gear connected with masts, derricks, boats, etc., of a modern warship.

- \* (b) Rigging sheers and derricks for lifting heavy weights.

- (c) Knowledge of tackles and hawsers, their fittings, working, and maintenance.

- (d) Target work.

- (e) Rigging and working paravanes.

- (f) Knowledge of canvas and its uses. The care and maintenance of awnings and other canvas gear.

\* This item to be carried out practically wherever possible. State whether this has been done.

Full marks—200.

4. *Boat work*

Practical examination in handling boats under sail, oars, or mechanical power.

*Note.*—This may be carried out previous to the viva voce examination.

Full marks—100.

5. *Anchor work*

A good practical knowledge of:—

- (a) Cables, capstans, and all cable gear of a modern warship.
- (b) Working anchors and cables, mooring and unmooring, clearing hawse and foul anchor.
- (c) Different types of anchors. Laying out anchors. Sending away hawsers.
- (d) Survey and maintenance of anchors and cables.

Full marks—150.

6. *Organisation and stores*

- (a) *Divisional organisation.*—A general knowledge of the organisation of a ship's company.
- (b) *Watertight doors and valves.*—The organisation and routine concerning watertight doors and valves.
- (c) *Storekeeping.*—A general knowledge of the central storekeeping system.
- (d) *Stations.*—Fire and collision stations, their organisation and procedure.

Full marks—100.

7. *Signals*

- (a) Flags and pendants (Naval Code), their colour and principal meanings. To look out, make or take in a signal from Boat's Signal Book.
- (b) To make and take in a semaphore message made slowly and take in a flashing signal made slowly (8 words a minute).
- (c) To distinguish International Code Signals.

Full marks—100.

Candidates who fail to obtain 75 per cent. marks, or a minimum of 60 per cent. in any of the above sections, to be rejected.

## \*1388.—Acting Sub-Lieutenants' Courses—REPORT

(C.W. 3979/33.—15.6.1933.)

The undermentioned Midshipmen, who are due for promotion to Acting Sub-Lieutenant on 1st September, 1933, are to be examined in seamanship and discharged to undergo the Educational Course at the R.N. College, Greenwich, commencing on Thursday, 28th September, 1933. (Officers are to join by p.m., Wednesday, 27th September, 1933.) Midshipmen serving in ships on foreign stations are to be discharged to England in sufficient time to take a fortnight's leave before joining the College.

2. Attention is particularly drawn to the instructions contained in King's Regulations and Admiralty Instructions, Article 263.

3. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch).

4. Individual appointments will not be promulgated in the Daily List of Appointments, nor will personal appointments be sent to the officers, except when deviation from the programmes becomes necessary. Commanding Officers are to take steps to ensure that officers concerned who are serving in ships under their command at the date of receipt of this Order are made acquainted with its details. The Admiralty should be notified by wire of any cases where this is impracticable.

5. Officers are to be placed on ships' books for the periods indicated, as follows:—

Greenwich Course ... ..	H.M.S. "President."
Gunnery Course ... ..	" "Excellent."
Navigation and Pilotage ... ..	" "Dryad."
Torpedo Course ... ..	" "Excellent."
Divisional and Signal Course ... ..	" "Dryad."

6. The undermentioned special gear will be required when undergoing the Divisional and Signal Course:—

White flannel shirt and trousers.  
 Plain white singlet for P. and R.T.  
 White sweater.  
 Uniform boots, *not* shoes.

#### GROUP "D"

<i>Name.</i>	<i>Ship.</i>	<i>Courses.</i>
		<i>R.N. College, Greenwich.</i>
		Begins Thursday, 28th September, 1933.
		Ends Thursday, 29th March, 1934.
		Officers to join by p.m., Wednesday, 27th September, 1933.
M. B. P. Francklin ...	H.M.S. "Nelson"	
N. T. B. Tibbits ...		
W. J. V. de Kastele ...		
G. D. Pound ...		
R. C. B. Stallard- Penoyre	H.M.S. "Renown"	<i>Gunnery Course.</i>
R. G. C. Haines ...		Begins Monday, 9th April, 1934.
C. H. C. Adams ...		Ends Friday, 29th June, 1934.
J. O. C. Hayes ...		Officers to join by p.m., Sunday, 8th April, and to be accommodated in H.M.S. "Excellent."
H. D. Mathew ...		
C. R. K. Roe ...	H.M.S. "Exeter"	<i>Torpedo Course.</i>
S. W. Hesslegrave ...		Begins Monday, 2nd July, 1934.
N. T. McHarg ...		Ends Friday, 24th August, 1934.
J. S. Wraith ...		Officers to be accommodated in H.M.S. "Excellent."
R. F. Kipling ...		
R. A. Hunting ...	H.M.S. "Valiant"	<i>Navigation Course.</i>
A. J. G. Evans ...	H.M.S. "Shropshire"	Begins Monday, 27th August, 1934.
		Ends Friday, 5th October, 1934.
		Officers to be accommodated in H.M. Navigation School.
		<i>Divisional and Signal Course.</i>
		Begins Monday, 8th October, 1934.
		Ends Friday, 2nd November, 1934.
		Officers to be accommodated in H.M. Navigation School.

## GROUP "E"

Name.

Ship.

Courses.

P. N. Medd ...  
A. H. Nicholls ...  
A. R. E. Evans ...  
M. Buist ...  
K. R. S. Leadlay ...  
O. N. Bailey ...  
F. A. B. Fasson ...

H.M.S. "Rodney"

C. S. Green ...  
G. W. Murray ...  
W. A. H. Playfair ...

H.M.S. "Warspite"

J. H. Dowson, R.A.N.  
G. F. E. Knox, R.A.N.  
V. A. Smith, R.A.N. ...  
P. S. F. Hancox, R.A.N.  
G. W. A. Langford,  
R.A.N.

H.M.S. "London"

*R.N. College, Greenwich.*  
Begins Thursday, 28th September, 1933.  
Ends Thursday, 29th March, 1934.  
Officers to join by p.m., Wednesday, 27th September, 1933.

*Navigation Course.*  
Begins Monday, 9th April, 1934.  
Ends Friday, 18th May, 1934.  
Officers to join by p.m., Sunday, 8th April, and to be accommodated in H.M. Navigation School.

*Gunnery Course.*  
Begins Monday, 21st May, 1934.  
Ends Friday, 24th August, 1934.  
Officers to be accommodated in H.M.S. "Excellent."

*Torpedo Course.*  
Begins Monday, 27th August, 1934.  
Ends Friday, 5th October, 1934.  
Officers to be accommodated in H.M.S. "Excellent."

*Divisional and Signal Course.*  
Begins Monday, 8th October, 1934.  
Ends Friday, 2nd November, 1934.  
Officers to be accommodated in H.M. Navigation School.

## GROUP "F"

P. D. G. Mathers ...  
R. G. M. Collins ...  
C. P. Yates ...  
R. L. Alexander ...  
H. C. C. Tanner ...

H.M.S. "Kent"

H. W. Loughborough ...  
A. R. Green ...  
H. S. Mackenzie ...  
K. W. Hay ...  
C. W. Malins ...  
P. R. L. Keelan ...  
T. M. Dorrien-Smith ...  
K. W. Ross ...

H.M.S. "Queen Elizabeth"

P. E. Muers ...  
G. E. Lake ...

H.M.S. "Cornwall"

J. M. D. Gray ...  
E. P. G. Halliley ...

H.M.S. "Enterprise"

*R.N. College, Greenwich.*  
Begins Thursday, 28th September, 1933.  
Ends Thursday, 29th March, 1934.  
Officers to join by p.m., Wednesday, 27th September, 1933.

*Torpedo Course.*  
Begins Monday, 9th April, 1934.  
Ends Friday, 18th May, 1934.  
Officers to join by p.m., Sunday, 8th April, and to be accommodated in H.M.S. "Excellent."

*Gunnery Course.*  
Begins Monday, 21st May, 1934.  
Ends Friday, 24th August, 1934.  
Officers to be accommodated in H.M.S. "Excellent."

*Navigation Course.*  
Begins Monday, 27th August, 1934.  
Ends Friday, 5th October, 1934.  
Officers to be accommodated in H.M. Navigation School.

*Divisional and Signal Course.*  
Begins Monday, 8th October, 1934.  
Ends Friday, 2nd November, 1934.  
Officers to be accommodated in H.M. Navigation School.

## 1390.—Mediterranean Destroyer Flotillas Recommissioning at Home Ports—Procedure

(N. 1188/33.—15.6.1933.)

The procedure described below with regard to pay and victualling accounts, service certificates and history sheets, is to be adopted when Mediterranean destroyer flotillas return to England to be recommissioned.

2. *Pay and Victualling Accounts.*—The pay and victualling accounts of the ships of the flotilla are to be transferred from "Egmont II" (to be renamed "St. Angelo") to their respective home ports on a date ordered by Rear-Admiral (D). In the absence of instructions to the contrary, however, this date is to be the day ships sail from Malta for United Kingdom. The vessels are to remain independent commands while detached from the Fleet.

3. On the date of recommissioning, the pay and victualling accounts of the flotilla are to be transferred to "Egmont II" ("St. Angelo").

The advance of pay due to ships' companies before sailing for service abroad, and any new, or alterations in, allotments, etc., are to be made by the home dépôt prior to the discharge of the men to their ships.

4. *Flotilla Postage Account.*—The sum held by Captain (D) on account of the Flotilla Postage Account will be supplied on Form S.5A to the Accountant Officer, Division II, at the requisite home port and the balance of this account together with the necessary voucher for expenditure (Form S.24) to date of paying off is to be returned to him.

5. *Victualling Accounts.*—The destroyers' victualling accounts, including the rough Daily Issue Book, Spirit Stoppage Book and the Clothing and Implement Accounts, are to be closed at noon on the day prior to sailing from Malta inclusive, and forwarded to the Accountant Officer (S), H.M.S. "Egmont II" ("St. Angelo"), before leaving Malta.

The certificates included in Forms S.462, Part I, and S.462, Part II, of the remains shown on charge are to be signed by the officer who makes the survey in addition to the Commanding Officer.

The remains shown on charge in these accounts are to be transferred to the "top-line" of the new accounts which are opened on the day of sailing from Malta inclusive, as on charge to the Accountant Officer (S) of the home port dépôt at which the ships pay off.

The Accountant Officer (S), "Egmont II" ("St. Angelo") will transfer the remains shown on the accounts on the day prior to sailing from Malta by supply and receipt notes to the Accountant Officers (S) of the dépôts.

Mess savings will be prepared in "Egmont II" ("St. Angelo") and remitted to Commanding Officers for payment by the Accountant Officer at home dépôts.

6. *Soap, Tobacco, and Cap Ribbons.*—A sufficient number of cap ribbons for recommissioning should be supplied to each destroyer by "Egmont II" ("St. Angelo") before leaving Malta.

Cash for issues of soap, tobacco, and cap ribbons, between dates of transfer to home dépôt and paying off, is to be forwarded to Accountant Officer (S) of the dépôt concerned, together with detailed statement of these issues.

7. *Mess Traps.*—The Officers' Mess Traps Accounts, S.1248, are to be forwarded by the Accountant Officer (S), "Egmont II" ("St. Angelo") to the Commanding Officers of the ships to which they belong before the flotilla leaves Malta.

The mess traps are to be mustered on paying off and on recommissioning as laid down in paragraphs 8, 9 and 10 of the instructions in Form S.1248, a new account being opened on recommissioning and the old commission account being forwarded to the Director of Victualling, signed by both outgoing and incoming officers, through the Accountant Officer (S) of the home dépôt.

8. *Service Certificates and History Sheets*.—Seven days before leaving Malta, original history sheets and conduct sheets and copies of service certificates are to be completed by destroyers and forwarded to “Egmont II” (“St. Angelo”), where they will be assembled with the original service certificates and despatched to each destroyer before sailing. On arrival at the home ports they are to be sent into dépôt.

9. *O.U. Books and Books of Reference*.—“O.U.” Books and Books of Reference are to be dealt with as laid down in the instructions printed on Forms O.U.2A and S.123.

10. *Medical History Sheets*.—Medical history sheets are to be transferred finally to the Medical Officer, R.N. Barracks, by the Flotilla Medical Officer within a week of arrival in England, and irrespective of the date of paying off.

## 1392.—Bookstalls

(V. 361/33.—15.6.1933.)

Their Lordships have had under review the arrangements for the conduct of bookstalls in H.M. ships and fleet establishments.

2. At present the bookstalls in certain ships and establishments are under the management of the N.A.A.F.I.; in others they are conducted either by the ship's personnel or by a contracting firm.

3. Their Lordships have decided, in the light of reports from the fleet, not to disturb the existing arrangements.

4. The method to be adopted for the management of the bookstall should be carefully considered and decided upon at the beginning of a ship's commission in order that a change of management during a commission may be avoided as far as practicable.

5. Should special circumstances arise making a change of management desirable during a commission, the approval of the Commander-in-Chief should be obtained to the proposed change which will then take effect after 3 months' notice has been given to the existing and/or new management. In such a case arrangements are to be made for remaining stocks of crested goods particular to the ship, provided such goods have proved saleable in the ship, and such other stock as may be agreed upon, to be taken over by the new management at cost price or at an agreed valuation.

6. Where the bookstall is conducted by ship's personnel, the Commanding Officer is responsible that adequate precautions are taken to prevent irregularities, and that the bookstall, and the keeping of accounts, are conducted on proper lines. The following rules are to be observed:—

(a) No articles stocked by the ship's canteen are to be sold in the bookstall.

(b) Subject to (a), trading is to be confined to the following articles:—

Papers, periodicals and books.

Stationery (*i.e.*, notepaper, envelopes, postcards, pens, pencils, inks, etc.).

Photographs of ships.

Mementoes bearing ships' crests.

Indoor games, gramophone records, and camera films.

In addition to the above, trading in other articles of small value commonly stocked by trade bookstalls (*e.g.*, penknives, shaving mirrors, pocket combs, etc.) may be permitted at the discretion of the Commanding Officer. There is no objection to the bookstall acting as an agency for orders in connection with Christmas present and similar schemes organised by reputable firms.

(c) A price list of all articles sold at the bookstall is to be prominently displayed.

(d) A "Sales Book" is to be kept in which all articles sold in the bookstall and their selling price are to be recorded. The money realised from sales is to be handed over daily to the officer in charge of the bookstall; the amount so received is to be compared with that shown in the sales book, which is to be signed daily by the officer in acknowledgment of the receipt of the money.

The accumulation of large sums of money is not to be permitted. Cash should be placed with the Accountant Officer for safe custody pending an opportunity of remitting it.

(e) A "Stock Book" is to be used and an accurate account kept of all goods received, together with cost prices. Stocktaking should be held at least once a month.

(f) A "Cash Book" is to be kept by the officer in charge of the bookstall, containing a daily record of monies received for sales and all other cash transactions; it is to be balanced at least once a week to check possible errors or irregularities, and is then to be initialised by the Captain.

(g) The accounts are to be audited as laid down in King's Regulations and Admiralty Instructions, Article 635a.

### **\*1443.—Employment for Ex-Telegraphist Ratings—Postmaster-General's Certificate, Class II**

(N. 2521.—22.6.1933.)

The attention of Telegraphist ratings is drawn to the facilities provided in H.M. Signal School for obtaining the Postmaster-General's Certificate, Class II.

2. The possession of this certificate is essential to anyone wishing to take up a post as W/T operator in any British merchant vessel, or operator-in-charge in ships not obliged to carry these operators. These latter ships include yachts, cross-channel steamers, and vessels engaged in coastal traffic, and offer a wide field of employment to ex-naval Telegraphist ratings, provided they are in possession of the P.M.G.'s Certificate, Class II.

3. A considerable number of offers of employment for ex-naval Telegraphist ratings have been received recently, but have been lost, due to the applicants not being in possession of the necessary certificate.

4. The examination for P.M.G.'s Certificate, Class II, is of a simple nature well within the capabilities of any experienced naval operator. It involves a knowledge of the P.M.G.'s Handbook, commercial procedure, elementary W/T theory and a practical knowledge of switching on and adjusting W/T sets. Details of the syllabus are given in the Signal Training Instructions, Article 50.

5. To assist ratings in obtaining this certificate, two- and five-day courses are held in H.M. Signal School for ratings who are due for pension within 2 years. The examination for the certificate is also held in H.M. Signal School and no fees are charged.

6. Applications for these courses should be made to the Captain, H.M. Signal School, through the usual channels.

7. Details of the courses and the necessary qualifications for candidates applying for them are contained in O.U. 5298/29, Signal Training Instructions, Article 85.



**\*1564.—Cenotaph—Arrangements for Visits of Organised Parties**

(N. 2861/33.—6.7.1933.)

The following regulations in connection with the above, issued by the Home Office, are promulgated for information and guidance. Steps should be taken to notify the Admiralty in advance of all intended visits by Naval parties, etc.

“The Commissioner of Police wishes to call the attention of the public to the rules governing visits of organised bodies to the Cenotaph, which are as follows :—

- (1) Except on occasions of exceptional national interest no facilities can be given for any organised procession to the Cenotaph except on Sundays and after 3 p.m. on Saturdays.
- (2) Persons proposing to organise a procession should notify the Commissioner of Police beforehand, specifying the date and time at which they propose to arrive at the Cenotaph and the approximate number of persons taking part in the procession.
- (3) In order to facilitate arrangements, a letter that can be produced for inspection by police on duty will be issued to the organisers.
- (4) No religious service or singing or playing of instrumental music or ceremony of any kind (other than the placing of a wreath) is permitted at the Cenotaph.”

**1566.—R.A.F. Armourers in Ships fitted with Catapults—Employment on Storekeeping Duties**

(N./N.A.D. 523/33.—6.7.1933.)

The establishment of the Fleet Air Arm in ships fitted with catapults has recently been increased by one Armourer (A.C.), R.A.F., per ship.

2. There is no objection to this Armourer being employed on Fleet Air Arm storekeeping duties, but it should be understood that his duties as an Armourer must take priority over any other work.

3. No course in storekeeping is being given to the Armourer prior to posting; arrangements should be made locally to train him in stores procedure.

4. The employment of this airman as storekeeper will not relieve officers of their responsibilities for the stores on charge.

**1644.—Special Service Ordinary Telegraphists—REPORT**

(N. 2522/33.—13.7.1933.)

In order that close touch may be maintained with the general progress of Special Service Ordinary Telegraphists drafted to sea-going ships, Commanding Officers should render reports to the Captain, H.M. Signal School, on individual Special Service Ordinary Telegraphists, when they have served 6 months at sea.

**\*1702.—Libertymen—New Method of Checking**

(N. 1393/33.—20.7.1933.)

A new system of checking libertymen has been approved on an optional basis throughout the Fleet.

2. The system, which has recently been tried successfully in certain ships in the Home Fleet, consists of a revised form of short leave book, Form S.247, used in conjunction with liberty cards (Form S.247a) issued to all ratings other than Chief Petty Officers and Petty Officers.

3. The cards, which are in the form of small folders, are in three colours, coloured according to watches as follows :—

Green	...	Starboard watch ;
Red	...	Port watch ;
Blue	...	Watchkeepers and miscellaneous ratings ;

and the part of watch (1st or 2nd) is written inside the card at the top right-hand corner. The ship's name may be stamped on the outside of the card as necessary in the ship.

4. The inside of the card is as shown :—

S.247a.

H.M.S. ....

Name .....

**PART**

Part of Ship ..... Mess .....

G. or T. .... Religion .....

When libertymen are piped to "Fall in," the card of each man is collected, the colour indicating whether the rating is eligible or not for liberty, and the cards are placed in the open position in pigeon-holed boxes, according to messes.

5. On return to the ship, the Duty Regulating Petty Officer or Divisional Petty Officer or Non-Commissioned Officer returns to the ratings of their respective divisions the liberty cards from the pigeon-holed boxes.

6. The card of any man whose leave is stopped for any reason is taken away from him and retained at the Regulating Office until he is again entitled to leave.

7. The revised form of short leave book is made out for six messes, with fly leaves against the names on which are printed columns for each day of the month.

8. After libertymen have left the ship their cards are taken to the Regulating Office and a tick is placed in the appropriate column of the leave book against the name of each man who has gone ashore. Any additional notation considered necessary, such as the letters "C.L." for compassionate leave, "S.L." for special leave, etc., can also be inserted for the purpose of future reference.

9. Whilst the short leave book is being entered up, information can be abstracted as to the number for whom grog should be stopped, while the quick counting up of the total of liberty cards will give the victualling staff early information as to the numbers for whom the next meal need not be prepared. Experience has shown that these arrangements enable a ship with general messing to effect appreciable savings.

10. Chief Petty Officers and Petty Officers should check themselves out and in to the ship, the requisite numbers being kept on board by the orders of the various departments concerned.

11. Supplies of liberty cards will be issued on demand from the R.N. Store Dépôt, West India Docks, London, E.14. Additional slips for pasting inside the cards when a card has to be transferred from one rating to another can also be obtained. Demands for cards and slips should be limited to minimum requirements.

12. Whether liberty cards are adopted or not, the revised form of short leave book will take the place of the old Pattern S.247, on exhaustion of present stocks, and the establishment will remain unaltered.

**1800.—Lecture Library—Scope and Use**

(N. 2187/32, N. 3385/33.—3.8.1933.)

The primary object of the Lecture Library is educational. New lectures are being added gradually, and a section devoted to the Study of War is being compiled for the benefit of officers.

2. The lectures can be given as they stand or, with their references, can be used as the basis on which to compile a new lecture. Slides giving illustrations and diagrams will be supplied with the lectures, except when illustrations are not necessary.

3. The lectures have been divided into three classes, which will be dealt with as follows :—

(A) Lectures, copies of which will be supplied to all stations. The section on the Study of War comes under this heading. These lectures with their accompanying slides will be issued without demand, to the Senior Officer, for retention and local circulation.

(B) Lectures of local interest. These will be issued to the Senior Officer without demand, to the appropriate stations only, for retention and local circulation.

(C) The remainder. These will be kept at the Royal Naval Store Depot, Deptford, for issue on demand.

The lectures under (A) and (B) will be issued gradually as they become available. The catalogue of the lecture library is included in ships' libraries, and shows the existing lectures available under (C) above.

2. The Study of War series is intended to provide a means for the continuation of the Junior Officers' War Course. In addition, many of them can be used as a basis for popular lectures on episodes in the late war.

3. It is also desired to add to the lecture library lectures dealing with the features of ports and histories of countries on the various stations which will be of interest to both officers and men. Officers are invited to prepare lectures, suitably illustrated, descriptive of the history, features of interest, antiquities, recreational facilities, etc., connected with countries and ports visited by H.M. ships, and to submit them through the usual channels for inclusion in the lecture library.

4. Commanders-in-Chief are requested to further this project within their command.

5. Slides can be made at the lecture library establishment from the negatives of photographs or from first class photographic prints, book illustrations, diagrams, etc., and colouring can be added. Officers submitting diagrams for the purpose of slides are requested to save unnecessary labour by eliminating non-essential detail and colour.

6. Approved lectures will be paid for at £2 each for the manuscript.

**1802.—Fleet Photography—Sale of Photographs—Custody and Disposal of Materials—Photographic Library**

(N. 3751/28, N. 3385/33.—3.8.1933.)

Official photographs of general Fleet interest may be supplied to officers and men on repayment at the prices quoted in the schedule to this Order, which will be revised from time to time.

2. Payment for these photographs is to be made to the Accountant Officer. The amounts received are to be taken on charge in the Current Cash Account of the vessel or establishment concerned, details of the photographs sold being quoted on the supporting voucher, together with a reference to the number of this Order.

3. No payment is to be allowed the official photographers for such work.

4. Every copy so sold is to show on the margin the words "Official Photograph—not to be published or communicated to the Press without Admiralty authority," which should be written or stamped on the negative or print.

5. Cinematograph films are not to be sold under the above conditions.

6. *Private Work*.—The official photographers may be given facilities for using Service dark rooms out of working hours, as it is desirable to encourage Naval photographers to develop their individual ability by doing private work with their own apparatus and materials; but proper precautions are to be taken to ensure that no Service chemicals, plates, films, paper, etc., are expended on private work. In ships and shore establishments, the stocks of plates, films, printing paper, mounts, and the more expensive chemicals, are to be kept under lock and key in the custody of a responsible officer.

7. Service materials which are becoming stale should be returned to the Naval Store Officer at the nearest dockyard, for disposal by public auction in the usual way. Great care is to be taken when demanding supplies so to regulate stocks that wastage from materials becoming stale is reduced to a minimum.

8. *Photographic Library*.—In order that a historical photographic record of the Navy may be collected an Admiralty Photographic Library has been formed, in which photographs of Naval scenes of exceptional interest will be kept.

Officers and men are invited to forward, through their Commanding Officers, a copy of any photograph which is considered to fall into the foregoing category. Photographs should be addressed to: The Secretary of the Admiralty (Librarian), Whitehall, S.W.1. The final selection will be made at the Admiralty.

Photographs not used will not be returned and no remuneration will be granted in respect of those utilised.

#### SCHEDULE

Prices to be charged for copies of official photographs supplied to officers and men of the Fleet under paragraph 1 of this order.

*Note*.—Unmounted photographs only are to be supplied. The extra prices charged on the Mediterranean and China Stations are to cover freightage and additional wastage of plates, paper, chemicals, etc., in hot climates.

	<i>Home Waters.</i> <i>Each.</i> <i>s. d.</i>	<i>Mediterranean.</i> <i>Each.</i> <i>s. d.</i>	<i>China.</i> <i>Each.</i> <i>s. d.</i>
All sizes up to and including "quarter-plate" (3¼ in. by 4¼ in.).	0 2½	0 3½	0 4
All sizes above "quarter-plate" up to and including "half-plate" (4¾ in. by 6½ in.).	0 4	0 5	0 6½
All sizes above "half-plate" up to and including "whole plate" (6½ in. by 8½ in.).	0 10½	1 1	1 4
All sizes above "whole plate" up to and including 12 in. by 10 in.	2 3	2 10	3 4
All sizes above 12 in. by 10 in. up to and including 15 in. by 12 in.	3 0	3 10	4 6

(*K.R. & A.I., Chap. XXXVIa.*)

### 1928.—Carbon Monoxide Poisoning—Examination of Blood Specimens in Suspected Cases

(M.D.G. 1497/33.—17.8.1933.)

In view of the necessity of accurate diagnosis, an examination of the blood of the patient should, whenever practicable, be made in all cases of suspected carbon monoxide poisoning, but specimens of blood are not to be taken from civilian employees without their consent first being obtained. These examinations can be carried out at the Royal Naval Medical School, Greenwich, where special facilities exist for the purpose.

2. As, in life, carbon monoxide is rapidly excreted from the blood after the patient has been removed from the poisonous atmosphere, a specimen, in duplicate, should be taken immediately it is possible to do so without interfering with the medical attention the patient requires.

3. The specimens of blood (about 5 c.cs) should be collected (preferably by vein puncture) and placed in a tube which, after addition of an equal volume of sterile distilled water, should be sealed with a cork; the tube must not be closed by fusing as it is imperative that no combustion process should come near the specimen.

4. The specimens should be protected from light, kept cool and transmitted as quickly as possible. With proper precautions such specimens will retain any carbon monoxide for some weeks.

5. The specimens are to be accompanied by a complete history of the circumstances, which is to include information as to the time which elapsed between the patient's removal from the poisonous atmosphere and the collection of the specimens; also whether the patient is a heavy smoker.

6. The specimens and all information concerning them, are to be sent to the Professor of Hygiene, Royal Naval Medical School, Royal Naval College, Greenwich, London, S.E.10.

(A.F.O. 2399/32.)

### **\*2026.—National Association for Employment of Regular Sailors, Soldiers, and Airmen—Publicity**

(N. 3630/33.—31.8.1933.)

The Board desire to draw attention to the importance of assisting the National Association for the Employment of Regular Sailors, Soldiers, and Airmen, whenever possible, in its valuable contribution to the work of re-settling the regular personnel of the services in civil life.

2. The funds at the disposal of the Council of the Association can only provide a restricted amount of publicity, which it is, therefore, necessary to supplement whenever opportunity may offer.

3. Such opportunities occur at displays, concerts, or entertainments given by service personnel in the presence of civilians, when posters could be displayed, references to the Association made in the programme, etc., and the Board desire that full assistance shall be given in this and any other similar direction.

4. Suitable posters and matter for inclusion in programmes will be supplied by :—

The General Manager,  
National Association for Employment of  
Regular Sailors, Soldiers, and Airmen,  
62, Victoria Street, S.W.1.

### **\*2137.—Ordinary Signalmen and Ordinary Telegraphists—Sea-time Qualification for Advancement**

(N. 2936/33.—14.9.1933.)

Attention has been called to instances in which Ordinary Signalmen and Ordinary Telegraphists, having become supernumerary to authorised complements of Home Fleet ships, have been drafted back to dépôt before they have completed the necessary sea time to qualify them for advancement to Signalman or Telegraphist, while more senior ratings, who have so qualified, have been retained.

2. In order to avoid any undue delay in the completion of the qualifying period of sea time and the possibility of such ratings losing seniority and pay, particular care is to be taken to select ratings for discharge to dépôt who are qualified in all respects for advancement to Signalman or Telegraphist.

**\*2362.—Naval History—Annual Examination**

(C.W. 7384/33.—28.9.1933.)

The regulations governing the examination are laid down in King's Regulations and Admiralty Instructions, Appendix XII, Part 6.

2. The subject and authorities for the essay for the year 1934 are as follows :—

THE PAPERS OF CHARLES MIDDLETON, FIRST LORD BARHAM,  
1726–1813.

NAVY RECORDS SOCIETY, Vols. XXXII, XXXVII, XXXIX.

3. Candidates, in addition to the material for Lord Barham's career, already amassed at Dartmouth, Greenwich and elsewhere, may with advantage read Admiral W. M. James' "The British Navy in Adversity," which gives an outline of the period; and Professor R. G. Albion's "Forests and Sea Power," which throws light on the epoch from an entirely new angle. To these books may be added any further material which the officer may discover for himself (*see* N.R.S., XXXII, p. lxiv). But success will depend upon the "mastery" of the original documents in the above collection; and not upon mere emulation of secondary authorities, however persuasively written.

4. In February, 1934, a further announcement will be made defining the character of the "Essay" required on the basis of knowledge extracted in the meanwhile from N.R.S., XXXII, XXXVII and XXXIX.

**2521.—Paymaster Lieutenant-Commander—Promotion**

(C.W. 8311/33.—19.10.1933.)

With reference to Article 298, clause (b), King's Regulations and Admiralty Instructions, the promotion of Paymaster Lieutenant-Commanders to the rank of Paymaster Commander will normally be made by selection in half-yearly batches, depending on the number of vacancies for the higher rank.

2. In the event of a serious block in promotion occurring, which appears probable from and after June, 1935, the situation will be eased by promoting a pre-determined number of officers each half-year, notwithstanding that this may result in a temporary overbearing of the list of Paymaster Commanders.

3. With reference to Article 985, clause 4, King's Regulations and Admiralty Instructions, the zone of promotion of Paymaster Lieutenant-Commander for the half-yearly selections, until further orders, will be six years' seniority on the date of selection.

**\*2525.—Facilities to Film Producing Companies—Procedure**

(N. 4964/33.—19.10.1933.)

All applications from film producing companies for facilities to take cinematograph pictures in H.M. ships or Naval establishments, or involving assistance from Naval personnel, should be referred to the Admiralty for decision.

2. Except where the request concerns the recording of events of topical or news interest, where no deviation from the normal routine is involved, it is the practice of the Admiralty to charge a fee in return for the facilities afforded, the receipts being equally divided between Naval funds and the Sports Control Board.

**\*2564.—Acting Sub-Lieutenants' Courses—REPORT**

(C.W. 7903/33.—26.10.1933.)

The midshipmen mentioned in the following groups who are due for promotion to Acting Sub-Lieutenant on 1st January, 1934, are to be examined in seamanship and discharged to undergo the Educational Course at the R.N. College, Greenwich, commencing on 4th January, 1934 (officers are to join by p.m. 3rd January).

Midshipmen serving in ships on foreign stations are to be discharged to England in sufficient time to take a fortnight's leave before joining the College.

2. Attention is particularly drawn to the instructions contained in King's Regulations and Admiralty Instructions, Article 263.

3. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch).

4. Individual appointments will not be promulgated in the Daily List of Appointments, nor will personal appointments be sent to the officers, except when deviation from the programmes becomes necessary. Commanding Officers are to take steps to ensure that officers concerned who are serving in ships or establishments under their command at the date of receipt of this Order are made acquainted with its details. The Admiralty should be notified by wire of any cases where this is impracticable.

5. The following Acting Sub-Lieutenants, at present undergoing a preliminary course at the R.N. College, Greenwich, are to undergo courses with Group "I":—

J. E. M. Glenney.  
A. P. J. Hemsley.  
L. W. A. Bennington.  
K. W. S. Buckel.  
R. E. Hutchins.  
C. T. Davies.

6. Officers are to be placed on ships' books for the periods indicated as follows:—

Greenwich Course	...	...	H.M.S. "President."
Gunnery Course	...	...	" " "Excellent."
Navigation and Pilotage	...	...	" " "Dryad."
Torpedo Course	...	...	" " "Excellent" for "G" group. " " "Dryad" for "H" and "I" groups.
Divisional and Signal Course	...	...	" " "Dryad."

7. The undermentioned special gear will be required when undergoing the Divisional and Signal Course:—

White flannel shirt and trousers.  
Plain white singlet for P. and R.T.  
White sweater.  
Uniform boots, *not* shoes.

		Group G	
Name.	Ship.	Courses.	
C. P. W. Cross J. H. Walwyn N. E. Ward R. N. Everett R. L. Boddy	H.M.S. "Leander"	R.N. College, Greenwich. Begins Thursday, 4th January, 1934. Ends Thursday, 26th July, 1934. Officers to join by p.m. Wednesday, 3rd January, 1934.	
J. C. Stodart G. J. A. Lumsden H. T. D. Glynn		Gunnery Course. Begins Monday, 13th August, 1934. Ends Friday, 2nd November, 1934. Officers to join p.m. Sunday, 12th August, and to be accommodated in H.M.S. "Excellent."	
J. A. Harper J. A. Tennyson B. G. Heslop E. Bruce J. A. Luther C. G. Cowley D. G. Boyle		Torpedo Course. Begins Monday, 5th November, 1934. Ends Friday, 14th December, 1934. Officers to be accommodated in H.M.S. "Excellent."	
M. le Fanu E. M. Harvey P. H. Reinold G. J. Wright		Navigation Course. Begins Monday, 17th December, 1934. Ends Friday, 8th February, 1935. Officers to be accommodated in H.M. Navigation School.	
T. M. Dorrien Smith K. W. Ross		Divisional and Signal Course. Begins Monday, 11th February, 1935. Ends Friday, 8th March, 1935. Officers to be accommodated in H.M. Navigation School.	
H. V. W. Groos, R.C.N.	H.M.S. "Rodney"		

\* To be examined in Seamanship after arrival in United Kingdom.

## Group H

<i>Name.</i>	<i>Ship.</i>	<i>Courses.</i>
H. W. M. Rose P. B. N. Lewis P. H. J. Southby P. S. V. Smith H. P. Byrne	H.M.S. "Norfolk "	<i>R.N. College, Greenwich.</i> Begins Thursday, 4th January, 1934. Ends Thursday, 26th July, 1934. Officers to join by p.m. Wednesday, 3rd January, 1934.
E. S. Carver J. H. Barnes	H.M.S. "Devonshire "	<i>Gunnery Course.</i> Begins Monday, 13th August, 1934. Ends Friday, 2nd November, 1934. Officers to join p.m. Sunday, 12th August, and to be accommodated in H.M.S. "Excellent."
R. C. P. Wainwright L. H. Kettle T. J. MacFarlan R. P. Thurston R. C. Beckwith	H.M.S. "Hood "	<i>Navigation Course.</i> Begins Monday, 5th November, 1934. Ends Friday, 14th December, 1934. Officers to be accommodated in H.M. Navigation School.
R. F. Wells C. E. A. Buckle A. E. Ogilvy	H.M.S. "Warspite "	<i>Torpedo Course.</i> Begins Monday, 17th December, 1934. Ends Friday, 8th February, 1935. Officers to be accommodated in H.M. Navigation School.
E. C. Pannall P. W. Compton E. F. M. Seymour P. G. Sugden A. D. P. Campbell J. B. King Church	H.M.S. "London "	<i>Divisional and Signal Course.</i> Begins Monday, 11th February, 1935. Ends Friday, 8th March, 1935. Officers to be accommodated in H.M. Navigation School.

## Group I

<i>Name.</i>	<i>Ship.</i>	<i>Courses.</i>
R. A. Haig R. F. Phillimore T. M. Blake C. V. J. E. P. Banon	H.M.S. "Royal Sovereign "	<i>R.N. College, Greenwich.</i> Begins Thursday, 4th January, 1934. Ends Thursday, 26th July, 1934. Officers to join by p.m. Wednesday, 3rd January, 1934.
J. S. Dalglish J. N. Kennard J. A. V. Hickley R. A. P. Mountfield H. D. Troughton A. W. F. Sutton	H.M.S. "Enterprise "	<i>Torpedo Course.</i> Begins Monday, 13th August, 1934. Ends Friday, 21st September, 1934. Officers to join p.m. Sunday, 12th August, and to be accommodated in H.M. Navigation School.
R. N. Gibb L. A. Sommerville P. R. H. Harrison C. R. Bateman	H.M.S. "Hawkins "	<i>Gunnery Course.</i> Begins Monday, 24th September, 1934. Ends Friday, 14th December, 1934. Officers to be accommodated in H.M.S. "Excellent."
		<i>Navigation Course.</i> Begins Monday, 17th December, 1934. Ends Friday, 8th February, 1935. Officers to be accommodated in H.M. Navigation School.
		<i>Divisional and Signal Course.</i> Begins Monday, 11th February, 1935. Ends Friday, 8th March, 1935. Officers to be accommodated in H.M. Navigation School.



**2569.—Fleet Air Arm—Funeral Arrangements and Costs**

(N.L. 3445/33.—26.10.1933.)

Some uncertainty having arisen as the procedure to be followed in regard to funeral arrangements when naval personnel of the Fleet Air Arm die during service ashore, or Royal Air Force personnel during service afloat, the following instructions are issued for guidance.

2. When a naval officer or rating, or an officer or other rank of the Royal Marines, dies while serving under the Air Force Act, the necessary funeral arrangements will be made by the commanding officer of the R.A.F. unit concerned, Articles 1354 and 1355 of the King's Regulations and Admiralty Instructions being observed.

3. When an officer or other rank of the R.A.F. dies while serving under the Naval Discipline Act, the necessary funeral arrangements will be made by the Naval authorities, paragraph 3394 of the King's Regulations and Air Council Instructions being observed.

4. All expenses incurred under paragraphs 2 and 3 are to be paid in the first instance by the Service Authority responsible for the arrangements; any necessary financial adjustment between the Admiralty and Air Ministry will be made at a later stage.

5. Any application for a grant towards the funeral expenses incurred by relatives when the body of the deceased has been sent home for burial, will be transmitted to the Department dealing with the disposal of the deceased's effects.

**\*2606.—Zones of Promotion to Engineer Captain, Captain (E), Engineer Commander and Commander (E)**

(C.W. 8803/33.—2.11.1933.)

The zones of promotion for the selections for promotion to Engineer Captain or Captain (E) and Engineer Commander or Commander (E), respectively, will be as follows until further orders:—

Engineer Captain and Captain (E).—8–11 years' seniority as Engineer Commander or Commander (E) inclusive, on the dates on which the promotions are made, viz., 30th June and 31st December each year.

Engineer Commander and Commander (E).—2½ years' seniority and over as Engineer Lieutenant Commander or Lieutenant Commander (E) on the dates on which the promotions are made, viz., 30th June and 31st December each year.

*2677.—Issued Confidentially.***2763.—A/S Control Officers—Course**

(C.W. 6508/33.—23.11.1933.)

In future all officers about to be appointed to asdic fitted destroyers for the first time will undergo a 15 days' course at Portland.

**\*2923.—Petty Officers' Course—Revised Arrangements**

(N. 2839/33.—14.12.1933.)

It has been decided that, in future, certain Leading Rates are to be included in the above course. The object of this alteration is to increase the field of selection which, on account of drafting difficulties, has become much restricted, and so, eventually, to ensure that all confirmed Petty Officers have undergone the course.

2. As a temporary measure, the following order of priority will be adopted pending further instructions :—

- (i) Acting Petty Officer rates of the Seamen, Signal, Telegraphist, and Stoker Branches.  
Regulating Petty Officers of all seniorities under the age of 34.
- (ii) Leading rates of the Seamen, Signal and Telegraphist Branches, within one year of being rated Acting Petty Officer.
- (iii) Other Leading Rates of the Seamen, Signal and Telegraphist Branches on the roster.
- (iv) Confirmed Petty Officer rates of the Seamen, Signal, Telegraphist and Stoker Branches, of less than 5 years' seniority, and under the age of 34.
- (v) Other Chief and Petty Officers, as in Drafting Regulations, Article 126, paragraph 6.

3. In future, Form S.264 (as revised in the latest edition, *dated February, 1933*) is to be completed on the conclusion of the course under "General Remarks," in accordance with the notes on the back; these remarks, including those dealing with "Power of Command," should be of assistance to Commanding Officers when an Acting Petty Officer is due for confirmation. In this connection it is pointed out that this form is now to be treated as an integral part of each rating's papers, similarly to the Conduct Sheet.

4. For the present, no amendment will be made in the Drafting Regulations.

### \*2924.—State Insurance

(D.N.A. 6243/33.—14.12.1933.)

The following information is promulgated with reference to King's Regulations and Admiralty Instructions, Appendix XXIX:—

(1) *Quarterly Charges*.—The quarterly charges in respect of Pensions Insurance for the period from Christmas Quarter, 1933, to Christmas Quarter, 1934, are:—

Christmas Quarter, 1933	...	...	...	4s. 10d.
Lady Quarter, 1934	...	...	...	4s. 11d.
Midsummer Quarter, 1934	...	...	...	4s. 10d.
Michaelmas Quarter, 1934	...	...	...	4s. 11d.
Christmas Quarter, 1934	...	...	...	5s. 2d.

(2) *Stamps*.—The values of stamps to be affixed to the cards of insured Reservists are:

National Health and Pensions	...	...	...	...	1s. 6d.
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Unemployment:—

(a) *Insured Reservists*.

Men of the age of 21 years and upwards	...	...	1s. 8d.
Young men who have attained the age of 18, but are under the age of 21	...	...	1s. 6d.
Boys who have attained the age of 16, but are under the age of 18	...	...	10d.

(b) *Exempt Reservists*.

Men of the age of 21 and upwards	...	...	10d.
Young men who have attained the age of 18, but are under the age of 21	...	...	9d.
Boys who have attained the age of 16, but are under the age of 18	...	...	5d.

(c) *Irish Free State—Reservists domiciled in*.—Unemployment books should not be stamped.

(3) *Deductions from Officers of Reserve Forces.*—The deductions to be made from the pay of officers of the Reserves whose insurance is continued during training are:—

National Health and Pensions	...	...	...	...	...	9d.
Unemployment:—						
Officers of the age of 21 and upwards	...	...	...	...	...	10d.
Those who have attained the age of 18, but are under the age of 21	...	...	...	...	...	9d.

2960. }  
2964. } *Issued Confidentially*

### \*3010.—Signal and Telegraphist Branches—Conditions of Service and Pay

(N. 5592/33.—22.12.1933.)

Their Lordships have had under review the report of a Committee set up to investigate the conditions of service and pay of the Signal and Telegraphist Branches of the Royal Navy, having regard to the development and importance of efficient communications in the Fleet.

The recommendations of the Committee, based on reports from Flag and Senior Officers, indicate clearly that higher technical qualifications with increased responsibility are required at the present time.

Their Lordships have therefore approved of a reorganisation of these Branches and the introduction of non-substantive rates of pay.

These changes will add to the efficiency of communications in the Fleet and will place the prospects and pay of the Signal and Telegraphist Branches on an equivalent basis with those of the Seaman Branch.

2. The scheme will come into operation on 1st January, 1934.

3. The titles and pay of the new non-substantive rates are as follows:—

#### SIGNAL BRANCH

<i>Non-substantive Rate.</i>	<i>Short Title.</i>	<i>Pay per diem.</i>
Visual Signaller, 1st Class ... ..	V/S 1	1s. 0d.
„ „ 2nd Class ... ..	V/S 2	8d.
„ „ 3rd Class ... ..	V/S 3	4d.
Trained Operator (V/S) ... ..	T.O. (V/S)	2d.

#### TELEGRAPHIST BRANCH

Wireless Telegraphist, 1st Class ... ..	W/T 1	1s. 0d.
„ „ 2nd Class ... ..	W/T 2	8d.
„ „ 3rd Class ... ..	W/T 3	4d.
Trained Operator (W/T) ... ..	T.O. (W/T)	2d.

4. No man may hold more than one of the above rates at any one time.

5. The following qualifications have been laid down for the individual rates:—

#### Signal Branch

##### *Trained Operator (V/S)—T.O. (V/S)*

When a Signaller reaches two years' seniority as such he may be examined at sea in the practical side of his work, and if able to pass satisfactorily, is to be given the non-substantive rate of Trained Operator (V/S) (short title T.O. (V/S)) and receive extra pay of 2d. a day. The examination will be held by a qualified Signal Officer and a Signal Boatswain (or in default of the latter, a Chief Yeoman or Yeoman of Signals) not of his own ship. If these arrangements are not possible he may be passed provisionally in his own ship, subject to confirmation at the earliest opportunity. The T.O. (V/S) will be required to have the following qualifications:—

- High standard of practical ability in every branch of Visual signalling.
- High standard of all V/S procedures.
- Working knowledge of all V/S matériel.
- Knowledge of the form of all signals which he may have to handle.
- Ability to make and read buzzer.

6. A man unable to pass for T.O. (V/S) on reaching four years' seniority as Signalman is to be reported to the Admiralty, for decision as to his discharge from the Service his optional transfer to another branch, or his retention as a Signalman.

*Visual Signalman, 3rd Class (V/S 3)*

7. At any time after reaching three years' seniority as Signalman, Trained Operators who volunteer and are recommended may be selected for a course and examination in the Signal School or the Mediterranean Signal Training Centre, Malta, for the non-substantive rate of V/S 3 which will carry extra pay of 4d. a day. (Ratings who so desire may take the examination for V/S 3 at sea without a course, the practical examination being carried out by a qualified Signal Officer.) In order to pass, ratings will be required to possess the following qualifications :—

- (a) Sufficient knowledge of Fleet work for normal cruising dispositions at sea.
- (b) Ability to code and decode messages in all codes in use in the Fleet.
- (c) Simple W/T organisation.
- (d) Knowledge of rule of the road.
- (e) Full knowledge of V/S matériel.
- (f) Practical work.

8. Ratings with the qualification of V/S 3 will normally be employed as Watchkeepers in destroyers, coders, distributing office watchkeepers, and the like. On passing the examination for V/S 3, a man will be deemed to be "passed professionally for Leading Signalman" and no man can be advanced to Acting Leading Signalman unless he is a V/S 3.

*Visual Signalman, 2nd Class (V/S 2)*

9. After not less than 6 years' seniority as Signalman, or at any time after advancement to Leading Signalman, ratings who volunteer and are recommended may be selected for a course and examination in the Signal School or the Mediterranean Signal Training Centre, Malta, for the non-substantive rate of V/S 2, carrying extra pay of 8d. a day. Signalmen who are strongly recommended as likely to be suitable for Warrant rank, however, may volunteer and may be considered as candidates for the course for V/S 2 without having to wait until six years' seniority is reached.

10. In order to pass, ratings will be required to have the following qualifications :—

- (a) Full knowledge of Fleet work.
- (b) Full knowledge of all coding.
- (c) Knowledge of simple ceremonial.
- (d) Fuller knowledge of W/T organisation than is necessary for V/S 3.
- (e) Practical work.

11. Ratings holding the V/S 2 rate will normally be in charge of the Signal staff of a destroyer, as Yeomen of the Watch in a battleship, in charge of a Signal Distributing Office, or of the Coders, or as junior V/S Instructors in the Training Establishments. On passing this examination a man will be deemed to be "passed professionally for Yeoman of Signals," and no man can be advanced to Acting Yeoman of Signals unless he is a V/S 2.

*Visual Signalman, 1st Class (V/S 1)*

12. After not less than four years' seniority as Leading Signalman, or at any time after being advanced to Yeoman of Signals, selected ratings from those who volunteer and are strongly recommended will be sent for a course and examination in the Signal School only for the non-substantive rate of V/S 1, which will carry extra pay of 1s. a day. In order to pass, ratings will be required to have the following qualifications :—

- (a) Detailed knowledge of all branches of visual signalling.
- (b) Detailed knowledge of ceremonial.
- (c) Full knowledge of W/T organisation.
- (d) Practical work.

13. Ratings holding the V/S 1 rate will normally be employed to attend on the Captains of Flotilla Leaders and above; to fill responsible positions in Flagships and to act as V/S Instructors at H.M. Signal School, and as Senior Instructors in other Training Establishments.

**Wireless Telegraphy Branch***Trained Operator (W/T)—T.O. (W/T)*

14. When a Telegraphist reaches two years' seniority as such he may be examined at sea, and if considered to be a fully competent Operator, he is to be given the non-substantive rate of Trained Operator (W/T) (short title T.O.(W/T) ) and receive extra pay of 2d. a day. The examination will be held by a qualified Signal Officer and a Warrant Telegraphist (or in default of the latter a Chief Petty Officer or Petty Officer Telegraphist) not of his own ship. If these arrangements are not possible he may be passed provisionally in his own ship subject to confirmation at the earliest opportunity.

The T.O. (W/T) will be required to have the following qualifications :—

- (a) High standard of practical ability as an Operator.
- (b) High standard in all forms of W/T procedure.
- (c) Ability to adjust standard forms of both transmitting and receiving gear (shifting wave, etc.).
- (d) Knowledge of principles of W/T Organisation.
- (e) Knowledge of the forms of all signals he may handle, *i.e.*, Fleet Code, Vol. I, Peace Code, Appendix A, etc.
- (f) Ability to make and read semaphore and flashing.

15. A man unable to pass for T.O. (W/T) after four years' seniority as Telegraphist is to be reported to the Admiralty, for decision as to his discharge from the Service, his optional transfer to another branch, or his retention as a Telegraphist.

*Wireless Telegraphist, 3rd Class (W/T 3)*

16. At any time after reaching three years' seniority as Telegraphist, Trained Operators who volunteer and are recommended may be selected for a course and examination in the Signal School or the Mediterranean Signal Training Centre, Malta, for the non-substantive rate of W/T 3, which will carry extra pay of 4d. a day. (Ratings who so desire may take the examination for W/T 3 at sea without a course, the practical examination being carried out by a qualified Signal Officer.) In order to pass, ratings will be required to possess the following qualifications :—

- (a) Proficiency in care and maintenance of batteries, machines and transmitting and receiving sets.
- (b) Thorough knowledge of all forms of W/T procedure.
- (c) Working knowledge of the circuits of all standard W/T gear, including D/F and G/C sets. Ability to use all Service wave-meters. Knowledge of portable sets.
- (d) Fuller knowledge of W/T organisation than is required for T.O. (W/T).
- (e) Ability to code and decode all messages in all codes in use in the Fleet.
- (f) Working knowledge of Visual signalling.
- (g) Practical work.

17. Ratings with this qualification will be utilised in charge of watches in harbour in cruisers and above, and as W/T Operators on the more important and specialised lines of W/T communication. On passing the examination for W/T 3 a man will be deemed to be "passed professionally for Leading Telegraphist," and no man can be advanced to Acting Leading Telegraphist unless he is a W/T 3.

*Wireless Telegraphist 2nd Class (W/T 2)*

18. After not less than six years' seniority as Telegraphist, or at any time after advancement to Leading Telegraphist, ratings who volunteer and are recommended may be selected for a course and examination in the Signal School or the Mediterranean Signal Training Centre, Malta, for the non-substantive rate of W/T 2, which will carry extra pay of 8d. a day. Ratings selected will be required to have had instruction in school and W/T theory in a Home Depôt or at Malta. Telegraphists who are strongly recommended as likely to be suitable for Warrant rank, however, may volunteer and will be considered as candidates for the course for W/T 2 without having to wait until six years' seniority is reached.

19. In order to pass, ratings will be required to have the following qualifications :—

- (a) Full knowledge of circuits of all standard W/T gear.
- (b) Complete knowledge of W/T organisation and procedure.
- (c) Knowledge of Warning telephones.
- (d) Complete knowledge of coding.
- (e) Knowledge of D/F calibrations.
- (f) Knowledge of certain R.A.F. sets and wave-meters.
- (g) Good theoretical knowledge of W/T and high standard of school.
- (h) Working knowledge of Visual signalling.
- (i) Practical work.

20. Ratings passed for W/T 2 will be employed in charge of the W/T Department of destroyers, in charge of watches in Flagships, and as junior Instructors at Training Establishments. On passing the examination for W/T 2 a man will be deemed to have "passed professionally for Petty Officer Telegraphist" and no man can be advanced to Acting Petty Telegraphist unless he is a W/T 2.

#### *Wireless Telegraphist 1st Class (W/T 1)*

21. After not less than four years' seniority as Leading Telegraphist, or at any time after being advanced to Petty Officer Telegraphist, selected ratings from those who volunteer and are strongly recommended will be sent for a course and examination in the Signal School only, for the non-substantive rating of W/T 1, which will carry extra pay of 1s. a day. In order to pass, ratings will be required to have the following qualifications :—

- (a) Detailed knowledge of all W/T and Warning telephone gear in use in the Service, including high speed transmission and reception.
- (b) Fuller theoretical knowledge of W/T than for W/T 2.
- (c) Complete knowledge of W/T organisation and procedure.
- (d) Slight knowledge of tool work needed in connection with upkeep of W/T apparatus.
- (e) Working knowledge of Visual signalling.
- (f) Practical work.

22. Men qualified in this rating will be borne in flotilla leaders and above, and as Instructors in the Signal School and Senior Instructors in other training establishments.

23. Ratings who fail in any of the above examinations are not to be re-examined for 3 months, a second and each subsequent failure involving a further delay of 6 months.

#### **Transfer to New Scheme**

24. Existing (C.S.) ratings will on 1st January, 1934, be deemed to hold the minimum non-substantive rating obligatory to their substantive rating, and will from that date receive the non-substantive pay appropriate to their rating or seniority. Thus—

Signalmen of 4 years' seniority will be rated T.O. (V/S) and receive extra pay of 2d. a day.

Leading Signalmen (acting or confirmed) and Signalmen passed professionally for Leading Signalman will be rated V/S 3 and receive extra pay of 4d. a day.

Chief Yeomen of Signals, Yeomen of Signals (acting or confirmed), and Leading Signalmen passed finally for Yeoman of Signals will be rated V/S 2 and receive extra pay of 8d. a day

Telegraphists of 4 years' seniority will be rated T.O. (V/S) and receive extra pay of 2d. a day.

Leading Telegraphists (acting or confirmed) and Telegraphists passed professionally for Leading Telegraphist will be rated W/T 3 and receive extra pay of 4d. a day.

Chief Petty Officer Telegraphists, Petty Officer Telegraphists (acting or confirmed) and Leading Telegraphists passed finally for Petty Officer Telegraphist will be rated W/T 2, and receive extra pay of 8d. a day.

Action taken under this paragraph is to be reported to the dépôts on Form S.161.

25. The numbers of each non-substantive rate will be fixed from time to time by the Admiralty. For the present, however, fixed numbers of T.O. (V/S) or T.O. (W/T) will not be laid down.

### Future Procedure

26. Ratings not coming under the foregoing rules will be required to pass the appropriate examinations for non-substantive rate before becoming eligible for non-substantive pay. Care is to be taken that the training of ratings for the various non-substantive rates is so regulated that the authorised numbers are not exceeded.

27. A man passing for V/S 3 or W/T 3 is not to be paid for the rate until it has been ascertained from his depôt that he is within the authorised numbers. If he is not, the depôt will inform the ship or establishment concerned when payment should commence.

28. Commanding Officers should forward without delay to the Commodores of the depôts on Form S.1303 the names of men who are strongly recommended for the non-substantive ratings of V/S 1 and W/T 1, and at the authorised periods the names of men recommended for V/S 2 and W/T 2. The final selection of men to undergo courses for these ratings will be made at the Signal School, but men will not be withdrawn specially from sea to take the courses.

29. Initially, courses for V/S 2 and W/T 2 will be filled with men who have passed provisionally for Yeoman of Signals and Petty Officer Telegraphist. Ultimately, men will only be taken for these courses to complete authorised numbers. Any Acting Yeoman of Signals or Acting Petty Officer Telegraphist who has not passed finally is to be sent to the Signal School immediately on arrival in depôt (after any leave to which he may be entitled) to take the course for V/S 2 or W/T 2, respectively.

30. The examinations for V/S 2, V/S 3, W/T 2 and W/T 3, will take the place respectively of the present professional examinations for Yeoman of Signals, Leading Signalman, P.O. Telegraphist and Leading Telegraphist. The syllabi of the examinations will be promulgated in due course. Papers for V/S 3, W/T 3, V/S 2 and W/T 2 will be issued from the Signal School in the usual manner. The provisional examinations for Yeoman of Signals and Petty Officer Telegraphist will no longer be required.

31. Special Service Signalmen will hold the ratings of T.O. (V/S) and V/S 3 and Special Service Telegraphists the ratings of T.O. (W/T) and W/T 3, under the same conditions as continuous service ratings. The numbers of non-substantive rates held by them will be included in the total numbers authorised. Transfers of Special Service Signalman and Telegraphists to continuous service will in future be restricted to men likely to make good leading hands and likely to be recommended in due course to qualify for a non-substantive rate higher than V/S 3 or W/T 3.

32. Men within 3 years of the expiration of their first engagements must first re-engage to complete time for pension before being allowed to qualify for a non-substantive rating above V/S 3 or W/T 3.

33. (a) *Disrating for Misconduct.*—A man disrated for misconduct will be subject to the normal rules in respect of his substantive rating (King's Regulations and Admiralty Instructions, Art. 560). He will not, however, be deprived of any non-substantive qualification he may hold, except that he will not be allowed to retain a non-substantive rate higher than may be held in his new substantive rating. He will be subject to the normal regulations for re-advancement (King's Regulations and Admiralty Instructions, Art. 560).

(b) *Reversion for Unsuitability.*—A man reverted for unsuitability will be allowed to hold any non-substantive rate which may be properly held in the substantive rating to which he is reverted. He will be subject to the normal rules for re-advancement (King's Regulations and Admiralty Instructions, Art. 562).

(c) *Cancellation of non-substantive rate.*—Cancellation of non-substantive rate will follow the normal rules (King's Regulations and Admiralty Instructions, Art. 429). The cancellation of a non-substantive rate, which is obligatory for the substantive rating, will also entail reversion to the next lower substantive rating.

### Existing Non-substantive Allowances, etc.

34. There will be no change in the existing regulations governing payment of Higher Telegraphist Detector Allowance and Telegraphist Detector Allowance to Telegraphist ratings.

35. As regards Submarine Detector Instructors, Telegraphists holding the W/T 3 or W/T 2 qualification and Leading Telegraphists who are W/T 2 and are employed as S/D I, will retain the W/T rates. No man will be allowed to hold the non-substantive rate of W/T 1 concurrently with S/D I.

36. No Telegraphist rating holding the non-substantive rating of W/T 1 will be allowed to qualify as a Telegraphist Air Gunner, and any Telegraphist Air Gunner already holding the W/T 2 rating will relinquish his Air Gunnery rating on passing for W/T 1.

37. As from 1st January, 1934, the progressive increases of pay "after 1 year" and "after 3 years from date of receiving preceding rate" granted to Yeomen of Signals and Petty Officer Telegraphists will be abolished, future increments being after 3 years and 6 years for all. The new rates of pay are as follows:—

	<i>Entered on or before 4th October, 1925.</i>		<i>Entered after 4th October, 1925.</i>	
	<i>Present</i>	<i>New</i>	<i>Present</i>	<i>New</i>
	<i>Rate. s. d.</i>	<i>Rate. s. d.</i>	<i>Rate. s. d.</i>	<i>Rate. s. d.</i>
Yeoman of Signals or Petty Officer Telegraphist.	6 9	6 9	6 6	6 6
After 1 year as such if recommended by Commanding Officer or after 3 years in any case.	7 1*	—	6 11*	—
After 3 years as such ... ..	—	7 1	—	6 11
After 3 years from date of receiving preceding rate.	7 5†	—	7 4†	—
After 6 years as such ... ..	—	7 5	—	7 4

Men holding the rates marked \* and † on 31st December, 1933, will, however, retain them, but men allowed to keep the rates marked \* will not receive their second progressive pay until "after 6 years as such."

38. The allowance of 6d. a day payable to the senior half of the Chief Yeomen of Signals and Chief Petty Officer Telegraphists will be abolished as from 1st January, 1934. All men holding or reaching the rating of C.P.O. on 31st December, 1933, will be eligible for a reduced senior allowance of 4d. a day from 1st January, 1934, under the same conditions as governed payment of the previous allowance of 6d. a day (*i.e.*, when they are in the senior half of the roster of Chief Yeomen of Signals and Chief Petty Officer Telegraphists, etc.). Senior allowance will not be payable concurrently with the non-substantive ratings of V/S 1 and W/T 1.

39. A separate Order will be issued promulgating the details of badges for the non-substantive rates.

40. The necessary amendments to complements and books of regulations will be promulgated in due course.

#### **Brief Summary showing the changes in Pay and Allowances**

##### **I. New non-substantive allowances (applicable to both branches):—**

	<i>Per day.</i>
(a) <i>Trained Operator</i> (V/S or W/T) ... ..	2d.
<i>Eligible.</i> —Signalman or Telegraphist of 2 years and above. Must be obtained before reaching 4 years' seniority.	
(b) <i>V/S 3 or W/T 3</i> (Visual Signalman, 3rd class, or Wireless Telegraphist, 3rd class) ... ..	4d.
<i>Eligible.</i> —Signalman T.O. or Telegraphist T.O. and Leading Rates.	
A man passing for V/S 3 or W/T 3 is passed professionally for Leading Signalman or Leading Telegraphist.	
(c) <i>V/S 2 or W/T 2.</i> —Visual Signalman, 2nd Class, or Wireless Telegraphist, 2nd class ... ..	8d.
<i>Eligible.</i> —Signalman V/S 3 or Telegraphists W/T 3 and Leading Rates.	

Passing for V/S 2 or W/T 2 is the professional qualification for Yeoman or P.O. Telegraphist. Compulsory for Yeoman of Signals or P.O. Telegraphist.



- Per day*
- (d) *V/S 1 or W/T 1* (Visual Signaller, 1st class, or Wireless Telegraphist, 1st class) ... .. 1s.
- Eligible.*—Selected *V/S 2* or *W/T 2* rates, after course.
- Must be Senior Leading ratings or above.

II. There are two modifications in existing substantive pay scales :—

- (a) Progressive Pay for Petty Officers. At present “first progressive” in either branch may be attained after one year as Yeoman or P.O. Telegraphist ; and “second progressive” 3 years later, *i.e.*, at 4 years’ seniority.

With the institution of the system of non-substantive this accelerated progressive pay system will be abolished, with, however, an easement for existing holders, *i.e.*, Petty Officers holding “an after one year” progressive or an “after four years’ progressive” before 1st January, 1934, will retain it. But Petty Officers then getting an “after one year” progressive will not be eligible to receive their second progressive till the new normal time of after six years.

- (b) Senior allowance to C.P.O. ratings of both branches is abolished as from 1st January, 1934. But ratings holding a C.P.O. rate before 1st January, 1934, will be allowed either to retain senior allowance (reduced to 4d. a day) if they are now drawing senior allowance, or will be allowed to qualify as at present for a senior allowance of 4d. a day (*i.e.*, on reaching the top half of the C.P.O. roster, etc.). No C.P.O. holding the non-substantive rating of *V/S 1* or *W/T 1* will be allowed to hold senior allowance concurrently. Subject to the foregoing, senior allowance will die out.

(*K.R. & A.I., Art. 1614 ; App. XVII, Part 1, Nos. 11, 12, 13, 14, 17, 18, 19, 20 App. XVII, Part 2, App. XVII, Part 3, Signal Training Instructions and Drafting Regulations.*)

### Section 3.—G., T., N., E., etc., & STORES ; HULL, EQUIPMENT & FITTINGS

## 1921

#### 1128.—Boom Defences—Uniform Procedure in respect of all Matters relating to

(G. 13759/20.—4.2.1921.)

In order to secure uniformity in Boom design and establish uniform procedure in respect of all matters relating to Boom Defences, including vessels, machinery, stores and personnel, it has been decided that no question connected with Boom Defences and their organisation shall be dealt with without reference to the Director of Torpedo and Mining (D.T.M.), Admiralty.

2. No change is therefore to be made in regard to any question of Boom Defence without reference to the Admiralty. Any work which it is proposed to do in connection therewith should likewise be referred to the Admiralty for the present, though the cost may be within the limits which may be approved locally.

3. The D.T.M. will be in direct communication with the Commanding Officers of Boom Depôts on questions relating to boom vessels, machinery, stores and personnel at the depôts, and Officers on his staff, to whom facilities should be given, will visit the depôts as necessary.

## 1922

## 1641.—Bridles and Slings for Motor Boats

(D. 203/22.—16.6.1922.)

The Admiral Superintendent, Portsmouth, has been informed that the particulars of slings and bridles for Motor Boats shown on tracing M.C.D. 0163A, forwarded with Yard letter, dated 3rd January, 1922, No. 28, are approved. Prints of the tracing have been sent to all Home Dockyards for information.

2. In the case of 36 ft. Pinnaces, and 34 ft. and 32 ft. Cutters, installed with motors, that are required to be hoisted at davits, the slings should be made in accordance with the approved tracing referred to above as regards sizes and tests, but the lengths of the members should be arranged so as to suit the spread of davits, and so as to ensure a fair distribution of the pull over the different legs.

3. When supplying a motor boat to a ship the slings supplied should be made generally to suit *either* hoisting at davits or hoisting by a derrick as desired by the Commanding Officer, unless there is some special reason why both sets should be supplied. The slings supplied for hoisting at davits should *not* be used for hoisting by a bridle, and vice versa.

4. When forwarding reports of annual tests of slings on Form D.786, particulars of slings and bridles for motor boats should be stated.

5. The sketches (E.F.O. 36/22) and accompanying tabulated statement are promulgated for information.

DESCRIPTION OF BOAT.	BRIDLES.										
	F.S.W.R.	Thimble Patt. No.	Ring at "D."			Hooks at "C."				Annual Test of Assembled Bridle.	
			Size.	Patt. No.	Makers' Proof Test.	Diameter.	Diameter of Link.	Patt. No.	Makers' Proof Test.	Each Leg.	Ring.
36 ft. S. Pinnace with Aux. Motor	in. 4	1920	in. $9\frac{1}{2} \times 2\frac{3}{4}$	3104	tons 20	in. $2\frac{1}{2}$	in. $1\frac{1}{4}$	1969	tons 12	tons 11	tons 16
34 ft. S. Cutter with Aux. Motor	3	1918	$8\frac{1}{2} \times 7\frac{1}{4}$	3108	11	$2\frac{1}{8}$	$1\frac{1}{8}$	1973	7.5	7	10
32 ft. S. Cutter with Aux. Motor	3	1918	$8\frac{1}{2} \times 7\frac{1}{4}$	3108	11	$2\frac{1}{8}$	$1\frac{1}{8}$	1973	7.5	7	10
35 ft. Motor Boat	$3\frac{1}{2}$	1919	$8\frac{1}{2} \times 7\frac{1}{2}$	3107	14	$2\frac{1}{4}$	$1\frac{1}{4}$	1972	10	8.5	12
32 ft. Motor Boat	3	1918	$8\frac{1}{2} \times 7\frac{1}{2}$	3108	11	$2\frac{1}{8}$	$1\frac{1}{8}$	1973	7.5	6.5	8.75
30 ft. Motor Boat	3	1918	$8\frac{1}{2} \times 7\frac{1}{4}$	3108	11	$2\frac{1}{4}$	$1\frac{1}{4}$	1972	10	7.5	10
25 ft. Motor Boat	$2\frac{1}{2}$	1917	$8\frac{1}{2} \times 7\frac{1}{2}$	3108	11	$1\frac{7}{8}$	1	1976	5	4.5	6.25
20 ft. Motor Boat, 8 knot.	$2\frac{1}{4}$	1917	$8\frac{1}{2} \times 7$	3110	5.75	$1\frac{1}{2}$	$\frac{7}{8}$	1978	5	3.25	5
20 ft. Motor Boat, 6 knot.	$2\frac{1}{4}$	1917	$8\frac{1}{2} \times 7$	3110	5.75	$1\frac{1}{2}$	$\frac{7}{8}$	1978	5	3.25	5

DESCRIPTION OF BOAT.	SLINGS.																
	F.S.W.R.	Thimble Patt. No.	Ring at "C."			Shackles.											
			Size.	Patt. No.	Makers' Proof Test.	"E."			"F."			"G."					
						Size.	Patt.	Makers' Proof Test.	Size.	Patt.	Makers' Proof Test.	Size.	Patt.	Makers' Proof Test.			
	in.		in.		tons	in.			tons	in.			tons	in.			tons
36 ft. S. Pinnace with Aux. Motor	3½	1919	6 × 1½	—	13.5	—	—	—	1	Specil.	13.25	—	—	—	1	2159	13.25
34 ft. S. Cutter with Aux. Motor	3	1918	4½ × 1½	—	8.5	—	—	—	1	Specil.	7	—	—	—	1	2156	7
32 ft. S. Cutter with Aux. Motor	3	1918	4½ × 1½	—	8.5	—	—	—	1	Specil.	7	—	—	—	1	2156	7
35 ft. Motor Boat	3	1918	5 × 1½	—	10	1	2156	7	1	2156	7	—	—	—	1	2059	9.5
32 ft. Motor Boat	2½	1917	4 × 1½	—	7.4	—	2155	5.375	—	2155	5.375	1	2058	7.875	—	—	—
30 ft. Motor Boat	2½	1917	4½ × 1½	—	8.5	—	2155	5.375	—	2155	5.375	1	2059	9.5	—	—	—
25 ft. Motor Boat	2½	1917	3½ × 1½	—	6	—	2155	5.375	—	Specil.	5.375	1	2057	6.375	—	—	—
20 ft. Motor Boat, 8 knot.	1½	1916	3 × ¾	—	3.25	—	2153	2.75	—	Specil.	2.75	—	2055	4	—	—	—
20 ft. Motor Boat, 6 knot.	1½	1916	3 × ¾	—	3.25	—	2153	2.75	—	Specil.	2.75	—	2055	4	—	—	—

DESCRIPTION OF BOAT.	SLINGS.						STEADYING LINES.						
	Hooks at " E."				Annual Test of Assembled Sling.		F.S.W.R.	Thimble Patt. No.	Hooks.				Test of Assembled Slings.
	Diameter.	Diameter of Link.	Patt. No.	Makers' Proof Test.					Diameter.	Diameter of Link.	Patt. No.	Makers' Proof Test.	
					Each Leg.	Ring.							
36 ft. S. Pinnace with Aux. Motor	in. 2 $\frac{3}{8}$	in. 1 $\frac{5}{8}$	1970	tons 12.5	tons 10	tons 11.5	in. 1 $\frac{1}{2}$	1916	in. $\frac{7}{8}$	in. $\frac{1}{2}$	1982	tons 1.5	tons 1.5
34 ft. S. Cutter with Aux. Motor	2	1	1975	7	5	7.5	1 $\frac{1}{4}$	1915	$\frac{7}{8}$	$\frac{1}{2}$	1982	1.5	1.5
32 ft. S. Cutter with Aux. Motor	2	1	1975	7	5	7.5	1 $\frac{1}{4}$	1915	$\frac{7}{8}$	$\frac{1}{2}$	1982	1.5	1.5
35 ft. Motor Boat	-	-	-	-	5	8.5	1 $\frac{1}{4}$	1915	$\frac{7}{8}$	$\frac{1}{2}$	1982 Link, Eggshaped, to suit Thimble.	1.5	1.5
32 ft. Motor Boat	-	-	-	-	4.25	6.5	1	1915	$\frac{7}{8}$	$\frac{1}{8}$		1	1
30 ft. Motor Boat	-	-	-	-	4.25	7.5	1	1915	$\frac{7}{8}$	$\frac{1}{8}$		1	1
25 ft. Motor Boat	-	-	-	-	3.75	4.625	1	1915	$\frac{7}{8}$	$\frac{1}{8}$		1	1
20 ft. Motor Boat, 8 knot.	-	-	-	-	2	2.75	1	1915	$\frac{7}{8}$	$\frac{1}{8}$		1	1
20 ft. Motor Boat, 6 knot.	-	-	-	-	2	2.75	1	1915	$\frac{7}{8}$	$\frac{7}{16}$	1	1	

## 1832.—Director Firing Installation for Secondary Armament— Spares

*H.M.A.S. "Australia"; H.M.S. "Tiger," "Despatch," "Diomedé," "Emerald," "Enterprise," "Hermes" and "Eagle"; Flotilla Leaders and Destroyers; Depot Ships "Greenwich," "Sandhurst," "Diligence"; and Port Edgar Destroyer Base.*

(G. 2475/22.—7.7.1922.)

Arrangements have been made for the supply of the following spares for the Director Firing Installations of the vessels mentioned in the accompanying schedule.

2. The distribution of the spares will be arranged by Portsmouth Yard.

3. Arrangements have been made for the supply of six bottles per quarter of lubricating oil (as supplied for fire control instruments) to "Greenwich," "Sandhurst," "Diligence," and Port Edgar, and two bottles per quarter to each Leader and Destroyer.

Spare.	"Sandhurst."	"Greenwich."	"Diligence."	Port Edgar.	Destroyers and Flotilla Leaders.
					per ship.
Training Receivers** ..	8	8	8	8	-
Training Repeat Receivers	1	1	1	2	-
Searchlight Bearing Receivers, complete with operating gear.	1	1	1	2	-
E.M.F. Gear sets, complete for 4 in. C.P. II.	3	3	-	6	-
E.M.F. Gear sets, complete for 4 in. C.P. III.	0	0	3	0	-
Henderson instruments, Mark II (including those on R.Y.P.A. Platform).	2	2	2	2	-
E.M.F. Gear—Springs for Director Firing Key ..	6	6	6	12	1
Henderson Firing Switches	1	1	1	2	-
Sliding Plungers, bracket, complete—**	2	2	2	2	-
Strengthened type ..	3	3	3	3	-
Weak type ..	3	3	3	3	-
Ball bearings, complete, for Vickers' motors.††	12	12	12	24	-
Grub screws for vernier couplings.	To be made on board Depot Ships and distributed as desired.				
Washer, rubber, for cover plate to vernier coupling for Training Receiver.	6	6	6	12	-

\*\* Already supplied. †† To be "Locally Purchased" by Portsmouth Yard.

4. The brush springs for the old type slow break transmitter switches are to be supplied to ships fitted with the old type of transmitter switches. These ships are :—  
 "Nimrod," "Grenville," "Seymour," "Saumarez," "Anzac," "Valkyrie,"  
 "Valentine," "Vampire," "Vancouver," "Vanessa," "Vanity," "Versatile,"  
 "Venturous," "Vanquisher," "Vega," "Velox," "Vimiera," "Vesper," "Vidette,"  
 "Vivacious," "Vivien," "Vectis," "Vortigern," "Viceroy," "Viscount,"  
 "Venetia," "Voyager," "Walker," "Westcott," "Whirlwind," "Wrestler,"  
 "Wolsey," "Woolston," "Westminster," "Windsor," "Wakeful," "Watchman,"  
 "Winchelsea," "Warwick," "Wessex," "Walrus," "Wolfhound," "Waterhen,"  
 "Walpole," "Whitley," "Speedy," "Shark," "Sparrowhawk," "Simoom,"  
 "Scimitar," "Scotsman," "Scout," "Sikh," "Senator," "Sepoy," "Scythe,"  
 "Tribune," "Torch," "Tomahawk."



All other ships mentioned in the schedule are fitted with the new types of transmitter switches. Spare sets of brush springs are supplied with these switches, both component and spare, and therefore further sets of spare brush springs will not be supplied.

5. New types of slow break transmitter switches are supplied as spare, both for ships with the old and new type of transmitter switches, and therefore when a switch of the old type becomes defective it will be replaced by the new type of spare transmitter switch.

6. Spare motor alternators and control panels, together with spare switches of the patterns used in the director installation systems, and secondary cells, are kept at all Dockyards to which the vessels are attached.

(A.F.O. 2796/25.)

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## 1924

### 1295.—Patents and Designs Act, 1919, Section 8—Record of Unpatented Inventions

(C.P. Patents 1260/23.—16.5.1924.)

With reference to Section 8 (1) last paragraph of the Patents and Designs Act, 1919, consideration has been given to the procedure to be followed in preparing and keeping records of inventions not protected by a patent in order to avoid claims from outside patentees. Patents assigned to the Admiralty, either secret or open, will remain necessary to some extent wherever there is a prospect at a later stage of commercial or foreign use of the invention. Sometimes also when assignment to the Admiralty is not required, the question of patenting will still be a matter for the inventor's consideration.

2. There will be large numbers of inventions, however, of which the Admiralty will be the sole users, and for which there may be no inducement to the inventor to take steps to apply for a patent on his own account.

3. For these a dated record is pre-eminently the best method of protecting the Admiralty against claims by a subsequent patentee who may re-invent the particular device.

4. Although the nature and facts of some inventions are clear, the circumstances of others are not favourable for clear definition, nor in fact can any individual be named as the inventor.

5. The best method will be for the Department, Ship or Establishment in which each invention has originated to prepare at once such a record as circumstances admit. This record should be signed, dated and witnessed and referred to the Admiralty, in order that the Technical Departments concerned, in conjunction with the Patent Section of the Department of the Director of Navy Contracts may, if desired, put in hand the preparation of more formal documents and drawings, clearly defining the invention. The record will thus be available to any Department of the Admiralty interested for reference purposes. Whenever possible such records should be duly prepared and a copy forwarded to the Admiralty before any action is taken to communicate the invention or suggest the idea to a contractor or other party with whom the Ship or Establishment may be collaborating.

6. The practice at the Signal School, at which Establishment a Patent Section is maintained, will not be affected by this Order in respect of inventions relating to Wireless Telegraphy and other forms of signalling. The practice at the Signal School will conform to the practice adopted at the Admiralty for dealing with inventions and documentary records of inventions for other Admiralty Departments, whether the inventions are patented or not.

**1371.—Motor Bearings**

(D. 6615/24.—23.5.1924.)

In order that the responsibility for the design and construction of such electric motor bearings as form part of the main propelling shaft line shall be clearly understood, the following instructions have been issued to the Engineer Overseers, viz. :—

The responsibility for main line shafting and the bearings in direct connection with the same rests with the Engineer-in-Chief of the Fleet.

In cases where the motor armature shafting forms a part of the main line the design of the motor shaft and bearings is to be as approved by the Engineer-in-Chief, subject to the concurrence of the Director of Electrical Engineering, so far as meeting the requirements of the motor is concerned.

The construction of the shaft and bearings is to be to the satisfaction of the Engineer Overseer, and the performance on test with the motor is to be also to the satisfaction of the Electrical Overseer.

2. The attention of the Dockyard Officers is drawn to the necessity of informing the Engineer Overseer and Electrical Overseer concerned when such orders are placed.

**1881.—Machinery Ordered under Votes 8/III/A, B and E—  
Inspection, etc.**

*Home Dockyards, Dépôt Ships and Repair Ships.*

(D. 10034/24.—11.7.1924.)

A copy of all orders placed by the Admiralty for machinery requiring to be inspected at Makers' works will be sent to the Engineer Overseer concerned, with a view to any necessary action being taken by him to ensure satisfactory progress of the work under the Contract.

Similar action is to be taken in the case of orders placed direct by Establishments and Ships.

The attention of the Engineer Overseer should be drawn to any delay in the fulfilment of the Contract.

These instructions do not apply to Shore Machinery or Plant purchased under Vote 8/III/H.

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# 1925

## 110.—Docking Precautions

*“Bryony,” “Chrysanthemum” and “Harebell.”*

(D. 19693/24.—9.1.1925.)

Special care is to be exercised in the docking of H.M. Sloops “Bryony,” “Chrysanthemum” and “Harebell.”

2. The draughts as painted on are now correct and can be used for guidance in docking or berthing these ships, but in all cases the docking plan should be consulted before docking.

3. The sternpost projects about 20 in. below the line of keel produced, and generally the stern is of peculiar construction as shown on the sketch (E.F.O. 2/25). The keel and framing aft of 130 have been specially strengthened to withstand docking strains, but it is advisable to close space the blocks in the vicinity whenever possible.

4. After docking, the overhang of the stern should be lightly shored.

## 1043.—C.M.B. Targets—Towage

(D. 2176/25.—9.4.1925.)

The question of the towage on passage of C.M.B. targets has been under consideration and it has been decided that when sailing orders are issued, the destroyer undertaking the operation is to be authorised to tow up to 18 knots in order that full advantage may be taken of favourable weather conditions.

2. The problem of towing these targets for long distances does not appear to present any further difficulty than that of towing them for actual practices at high speed. The point of tow should be the same in either case, i.e., 13 ft. abaft the stem for 70 ft. boats, and 10 ft. abaft the stem for 55 ft. boats.

3. When towing long distances and in calm water, the C.M.B. should be towed close up at all speeds, and the tow should be veered to about 100 fathoms, and the speed reduced to about six knots in a swell or “choppy” sea.

4. For towing a damaged or water-logged target, the point of tow should be about five or six feet abaft the stem, and the boat towed close up at a speed of about 9-10 knots.

*2370.—Issued Confidentially.*

## 2455.—Jigs and Gauges and Parts of Apparatus (ex-Admiralty Property) arising at Contractors' Works—Disposal

(C.P. 38304/24.—21.8.1925.)

In the case of contracts which involve the return of Admiralty property to contractors' works for modification or conversion, it is necessary to ensure that any parts arising therefrom are properly dealt with unless the contract provides for such parts to remain the property of the contractors.

2. A list of any such articles, also of jigs and gauges which are Admiralty property, known to be at any firm's works in connection with any completed or current contract should be forwarded by the Overseer, Inspecting Officer, or District Electrical Engineer concerned to the appropriate Admiralty Department, the authority for its retention being stated, in order that the disposal of such articles may be considered.

3. Similar action should also be taken in regard to future contracts, and in any other cases of Admiralty property lying at contractors' works, which has become redundant from any other cause.



**2796.—Director Firing Installation—Spare Parts**

*H.M.S. "Bluebell," "Foxglove," "Hollyhock," "Laburnum," "Magnolia,"  
"Veronica," "Crocus," "Cyclamen," "Valerian," "Verbena," "Wallflower,"  
"Wistaria," "Delphinium" and "Daffodil."*

(G. 10319/25.—2.10.1925.)

Arrangements have been made for the supply of the following spares for the Director Firing Installation of the Sloops shown above :—

Motors, "detachable" type ... ..	2 per sloop.*
Contact plates for motors ... ..	1 per 2 sloops.† ‡
Transmitter switches, slow break, new type ...	1 per 2 sloops.† ‡
Transmitter switch brush springs (for old type slow break transmitter switches).	12 per sloop, if fitted with old pattern switches.
Glasses for training receivers ... ..	2 sets per sloop.
Screws for training receivers ... ..	1 set per sloop.
Rubber rings for training receivers ... ..	1 " "
Glasses for training repeats ... ..	1 " "
Screws for training repeats ... ..	1 " "
Rubber rings for training repeats ... ..	1 " "
Screws for motor casings ... ..	1 " "
Lubricating oil (as supplied for fire control instruments).	2 bottles per quarter per sloop.
Training receivers ... ..	1 per 2 sloops.† ‡
Training repeat receivers ... ..	1 per 4 sloops.† §
Sliding plungers, bracket, complete (strengthened type).	1 per 4 sloops.† §
Sliding plungers, bracket, complete (weak type) ...	1 per 4 sloops.† §

\* One motor to be carried on board and the second motor to be stored at base.

† These items to be stored at base.

‡ One per sloop if only one sloop on station.

§ If less than 4 sloops on station, the allowance to be as shown for 4 sloops.

2. The distribution of these spares will be arranged by Portsmouth Yard.

3. The new type of slow break transmitter switch is supplied as spare, both for ships with the old and ships with the new type of transmitter switch. The new type of transmitter switch will replace, therefore, a defective switch of the old type.

4. Spare motor alternators and control panels, together with spare switches of the patterns used in the director installation systems, and secondary cells, are kept at all dockyards to which the sloops are attached.

(A.F.O. 1832/22)

**2959.—Sale of Naval Vessels—Notification to Board of Trade**

(C.P. 17118/25.—16.10.1925.)

Arrangements have been made for an immediate notification to be sent by the Admiralty to the Board of Trade, in future, on all occasions of sale of vessels out of H.M. Naval Service, stating date of sale, name and address of purchaser, and destination of vessel, as well as the time allowed to the purchaser within which the vessel has to be removed from the Naval Establishment concerned.

2. The necessary facilities are to be afforded for inspection of any such vessel by a duly accredited Board of Trade representative on request.

3. The Board of Trade state that it will not be necessary for the Admiralty to insist on a Board of Trade certificate of seaworthiness before giving delivery of any vessel to the purchaser as, on receipt of Admiralty notification, they will take the necessary steps to ensure that appropriate action is taken in all cases.

4. This procedure is to apply to sale of all Admiralty surplus ships and vessels, except Trawlers and Drifters, to which the procedure will not apply.

### 3536.—Port, Dock and Harbour Dues on Ships, Goods and Stores

(C.P. 18541/25.—18.12.1925.)

The arrangements for the payment of Port, Dock and Harbour Dues in the United Kingdom to all authorities, including the Railway Companies who own docks and harbours, are as follow:—

I.—On ships belonging to or fully chartered by the Crown (i.e., entirely engaged in the Service of the Crown) and on goods or stores imported or exported by or on behalf of the Crown, where the Ship is employed or the goods or stores are imported or exported (as the case may be) for purposes other than (a) those of the Naval, Military or Air Force Services of the Crown, or (b) the direct use of a Government Department and not for sale or re-sale, or for any trading purpose, full dues will be paid.

II.—On ships, goods or stores, exempted from para. I by (a) and (b) hereof, the dues payable will be as follows:—

(a) IN RESPECT OF SHIPS belonging to or fully chartered by the Crown—

*Percentage of  
Ordinary Tariff.*

(i) Port, Dock and Harbour Dues, where vessels have the use of berths in open or closed docks, or at other quays or jetties in the Port—

Colliers and Oilers	...	...	...	...	100 per cent.
All other ships	...	...	...	...	75 „

(ii) Port and Harbour Dues in open harbours where use is not made of the facilities specified under (i) above—

Colliers and Oilers	...	...	...	...	100 per cent.
All other ships	...	...	...	...	75 „

Provided that no dues shall be paid in respect of ships, to which this Clause applies, passing to or from a Naval or Military Establishment within the limits of the Port, which Establishment is not situated on land forming part of the undertaking of a Dock or Harbour Authority.

(b) IN RESPECT OF GOODS AND STORES—

*Percentage of  
Ordinary Tariff.*

(i) Coal, coke, oil, to be used to generate heat and produce power, and railway materials ... 100 per cent.

Other oils, such as lubricating, edible and medicinal, and all other goods and stores ... 75 „

Provided that no dues shall be paid in respect of goods and stores transhipped to or from one of H.M. commissioned ships of war without the use of quay or jetty, or in respect of goods and stores proceeding to or from a Naval or Military Establishment within the limits of the Port, which establishment is not situated on land forming part of the undertaking of a Dock or Harbour Authority.

(ii) Where a consolidated rate is charged inclusive of dues and other charges the rebate of one-fourth or total exemption as the case may be applies only to that portion of the consolidated rate which represents *dues*, the remainder of the consolidated rate being payable in full.

(iii) The Government accordingly pays:—

- (a) The full consolidated *wharfage and portorage* rate on coal, coke, oil, to be used to generate heat and produce power, and railway materials.
- (b) On other oils, such as lubricating, edible and medicinal and all other goods and stores, the *portorage charge* in full, plus 75 per cent. of the *wharfage charge*, i.e., 100 per cent. of two-thirds plus 75 per cent. of one-third equals eleven-twelfths of the consolidated rate.
- (c) The full appropriate *port rate* on coal, coke, oil to be used to generate heat and produce power, and railway materials, and three-quarters of the rate on other oils, such as lubricating, edible and medicinal and all other goods and stores, except as provided below.
- (iv) No port rates are payable in respect of stores sent by water to or from the London Docks, and the Admiralty Establishments within the Port of London, i.e., Deptford, West India Docks, Woolwich and Sheerness.
- (v) No port rates are payable in respect of stores coming from another port and transhipping in the London Docks direct to another vessel, without passing over the Dock Company's premises. For example, no port rates are payable in respect of stores sent by store carrier from Portsmouth direct to a freightship in the Thames nor in respect of stores lightered from Chatham and discharged direct to a freightship.

III.—*Payment for Services.*—Graving Dock rates and payments for towage, craning, water, light, power, labour, and all other specific services to be in accordance with the ordinary tariff applicable to such services, the Crown having the benefit of any reduced charges allowed to other large customers.

2. Claims for dues on commissioned ships or other Admiralty-owned ships arising from these arrangements should be duly certified correct or otherwise and forwarded to the Director of Navy Accounts for payment. Claims for dues on non-commissioned requisitioned ships, etc., should continue to be dealt with under existing instructions from the late Ministry of Shipping (now Shipping Liquidation, Mercantile Marine Department, Board of Trade) until further notice.

3. Claims for port rates and dock dues on Naval Stores *at all ports in the United Kingdom* are to be dealt with by the Superintendent, West India Docks, and Yards concerned should forward any claims received to West India Docks for settlement.

4. Claims for payments for services should continue to be dealt with as at present.

5. It has been decided that the Superintendent, West India Docks, is to be responsible for furnishing the Port of London Authority with the necessary exemption certificates as regards Naval Stores in cases where port rates are not payable. He will also supply the Port of London Authority with the necessary information on the forms prescribed for commercial undertakings.

6. Similar arrangements as regards Victualling Stores will be made by the Superintendent, Royal Victoria Yard, and the Naval Armament Supply Officer, Woolwich, will act similarly in regard to Naval Armament Stores in the Thames.

7. The Civil Engineer-in-Chief will deal with claims and furnish Port Authorities with necessary certificates and forms in respect of Works Stores shipped to Naval Establishments abroad. Similar arrangements as regards Hydrographic Stores will be made by the Hydrographer of the Navy.

8. Owing to the fact that H.M. Ships are not subject to the provisions of the Merchant Shipping Acts, it has been necessary to revise the net tonnage by British Rule on which dues are usually payable. Particulars of the revised tonnages have been issued or are available at the Admiralty in most cases, but adjustments of claims as regards tonnage will be made after receipt at the Admiralty if necessary.

## PORT DUES ON GOODS DELIVERED UNDER CONTRACT.

9. The Director of Navy Contracts advises contractors that they can obtain rebates (and in certain circumstances exemption) of Port Dues in respect of goods entering or leaving ports in Great Britain in the course of delivery under Admiralty Contracts.

10. Certificates may, therefore, be given authorising rebates or exemption as the case may be, if applied for by contractors, and if no objection is apparent, by the Officer to whom the goods are consigned.

11. Contractors applying for certificates should be requested to forward in duplicate the form of certificate required by the Dock or Harbour Authority with all necessary particulars filled in. After signature, one copy should be returned to the contractors and the other retained by the signing Officer. Certificates should generally be to the effect that the goods mentioned "are intended for the service of H.M. Government."

12. If any considerable portion of the goods referred to on the certificate, should be rejected, lost before delivery, or from any other cause should not become Admiralty property, an endorsement to that effect should be made on the duplicate certificate, which should then be sent to the Dock or Harbour Authority concerned.

13. In the case of goods delivered f.o.b. freightship for shipment abroad, or brought into the Port of London for transshipment, the certificates required should be given by the Superintendent, West India Docks, for "Naval" Stores; by the Civil Engineer-in-Chief, for "Works" Stores; by the Superintendent, Royal Victoria Yard, for "Victualling" Stores; and by the Naval Armament Supply Officer, Woolwich Arsenal, for Naval Armament Stores.

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## 1926

### 302.—W/T—Reports

*Auxiliary Vessels and Dockyards Concerned.*

(S.D./G. 7613/24.—29.1.1926.)

On occasions when a W/T set has been fitted in, or removed from an Auxiliary Vessel, or one type of set substituted for another a report is to be forwarded by the vessel.

2. The only details required are—

(a) Transmitting set (e.g., Marconi  $\frac{1}{2}$  k.w. set or Type 4 Service set).

(b) Receiving set (e.g., No. 31 Marconi receiver or Model Outfit P Service set).

3. Periodical reports are not required.

### 1284.—W/T Earthing Fittings on Masts and Yards

(S.D./G. 19004/25.—30.4.1926.)

Ships' Staffs should inspect the earthing fittings on masts and yards annually to see that they conform with the general requirements of Specification No. 9521. This specification is only supplied to Dockyards, but the general arrangement of typical connections is shown in E.F.O. 41/26.

2. After frings and painting down aloft ships are to make sure that all earthing fittings are clean and making good contact, any doubtful contact bolts being unscrewed, contact surfaces cleaned and bolts screwed up tight again.

3. Should occasion arise in which a ship has to fit additional or modify existing spars, e.g., to fit a pole mast to carry a flag, Ship's Staff must make the necessary earthing arrangements for all metal bands and fittings and for extending the lightning conductor where necessary. To ensure that the resulting contact will be efficient and suitable to carry the induced high-frequency currents without risk of heating or brushing that would otherwise be liable to char the adjacent woodwork of the spar. E.F.O. 41/26 should be used as a guide for making the various bolts, washers and fittings required.

### 1558.—Coal Fired Firehearth and Cooking Apparatus— Directions for use, etc.

(N.S. 1346/26.—4.6.1926.)

#### SHIPS' FIREHEARTHS.

No fire should be lit until a proper quantity of water has been put into the boilers, and this quantity should be maintained all the time the fire is alight. When cleaning out the boilers—unless the procedure detailed in paragraph 8, can be followed—the fire should be extinguished.

2. The dampers must be opened in all cases where they are fitted immediately the fire is alight.

3. Water should be kept in the ash-pans, but on *no account* should it be thrown upon the hearth, or other cooking apparatus.

4. When extinguishing a fire, burning or heated matter should be removed into the ash-pans.

5. If possible, fires should be laid at night ready for the morning. If the hearth or apparatus is not sufficiently cold, the wood can be put in the oven until the morning.

6. Ashes should be thoroughly cleaned out when a fire is extinguished. Flues should be cleaned with rake and brush every day when a hearth or apparatus is in constant use.

7. A good strong fire should be lit at the *back* of furnace or range when only the boilers are to be used. It can be raked forward if hot plate or oven is required.

8. In the larger hearths, etc., if only one boiler and oven are required, the dampers on that side should be opened, and those on the opposite side closed. This procedure should be reversed when cleaning out the boilers.

9. When at sea, and the castings, etc., require replacement by spare gear, they should be removed in the following order:—

- (a) Hotplates or central panels and front plate of furnace where necessary.
- (b) Firebars of range and furnace.
- (c) Backs of range and furnace.
- (d) Front of range frames.
- (e) Range-cheeks or furnace sides.
- (f) Bridges.

This order should be reversed for replacement.

10. Sketches (E.F.O. 30/26) of parts of firehearth concerned are furnished for guidance.

11. Separate instructions will be issued regarding Oil Fired Hearths, etc.

1905.—*Issued Confidentially.*

### **2354.—Weights Landed for Compensation**

*H.M. Ships.*

(D. 7919/26.—20.8.1926.)

It is observed that in some cases items which affect the fighting efficiency of the ship, either with regard to material or arrangements for protecting personnel, are offered as compensation for weight. Where this is put forward as a proposal, definite approval is to be obtained from the Admiralty before the gear in question is actually landed.

### **2583.—Inventions and Novel Apparatus—Demonstrations— REPORTS**

(C.P. Patents 2718.—10.9.1926.)

Instances have occurred from time to time, following demonstrations by inventors before Government officials, that inventions of a similar nature are made by those officials, and the original demonstrator is apt to allege that the Service inventor has made use of his ideas.

2. To some extent such allegations are inevitable, since the demonstration of an invention is quite likely to start a train of thought in the mind of an inventive inspecting officer which may lead him to invent a similar mechanism, even though he has not seen any details of it at the demonstration. In order, however, to protect Admiralty officers and the Admiralty as far as possible against such allegations, it is desirable that officers who are called upon to inspect novel apparatus or who are present at demonstrations of inventions should, in future, when reporting on such matters, place upon record exactly what they saw and the extent to which the apparatus was explained to and appreciated by them. This record would help to refute or limit the assumption that any later service inventions were the result of what the inspecting officer witnessed.

3. As a further precaution, inventors who propose to give a demonstration of their inventions should be asked in the first instance (by the Establishment or Admiralty Department arranging the demonstration) whether they propose to disclose the whole of their invention, or whether they propose to withhold parts of it. If the inventor replies that part of the invention is not to be explained or exhibited, he should be informed that it will then be assumed that any officer who witnesses the demonstration cannot be held to have been indebted to the inventor for any subsequent invention made by such officer.

### **2889.—S.A. Ammunition—Issue for Non-classification, Firings, etc.**

(G. 1829/26.—15.10.1926.)

H.M. Ships and Gunnery and other Training Establishments, when demanding from Naval Armament Depôts .303 in. ball or .455 in. revolver ball cartridges for use in aiming rifles or for use at non-classification firings on ranges, are to show such requirements separately, in order that, in the interests of economy, supplies of ammunition sentenced as only suitable for these services may be made in preference to ammunition which is suitable for general service use.

**3546.—New Main Batteries—REPORTS.***Submarines.*

(D. 18594/26.—31.12.1926.)

In order that the question of liability for any undue deterioration which may occur in new main batteries of Submarines may be raised with the firms who supplied the batteries before the expiration of the twelve months' guarantee period, a report respecting the condition of the battery is to be forwarded to the Director of Contracts, Admiralty, within the appropriate period stated for the respective condition of contract under which the particular battery was supplied, viz. :—

- (a) Battery delivered in a charged condition and installed in the Submarine within thirty days from the date on which delivery was completed—

Report to be forwarded to reach the Admiralty within *eleven* months from the date on which delivery was completed.

- (b) Battery delivered in a charged condition and maintained in this condition by firm at a Dockyard for a period exceeding thirty days from the date on which delivery was completed—

Report to be forwarded to reach the Admiralty within *twelve* months from the date on which delivery was completed.

- (c) Battery delivered in an un-charged condition and subsequently assembled and charged at a Dockyard either by firm or by the Dockyard—

Report to be forwarded to reach the Admiralty within *eleven* months from the date on which delivery was completed.

2. In the case of Submarines on the China Station the report is to be forwarded by wire.

3. The condition (a), (b) or (c) above is to be communicated to the Ship's Officers by the Dockyard Officers immediately after the battery has been installed and the appropriate condition entered in the Battery Record Book by the Ship's Officers.

4. Unless a new battery gives distinct indications of abnormal behaviour prejudicial to its length of life (in which case a few cells in each section should be lifted for visual examination), lifting need not be resorted to and the certificate to be forwarded should be based on the behaviour of the battery as indicated in the battery records.

The certificate should be in the following form :—

1. Has the behaviour of the battery, as indicated by the battery records, been entirely satisfactory? . . .

If not, state the abnormal indications and also the result of visual examination of typical cells. . . .

**3548.—Refits of Submarines—Batteries—REPORTS***Submarine Depot Ships, Submarines and Dockyards.*

(D. 18594/26.—31.12.1926.)

In order to avoid delay in dealing with Submarine batteries when these vessels are taken in hand for refit, the following procedure should be carried out by the Depot Ships or Submarines concerned :—

- (a) One month before the vessel is due for refit a sample of acid should be taken from one cell of each section of the battery and forwarded to the Admiralty Chemist, H.M. Dockyard, Portsmouth, for analysis; information also being given of the date when the vessel is to be taken in hand, and the port at which she will refit. In the case of Submarines on the China Station the sample should be sent to the Superintending Electrical Engineer at Hong Kong.

In the case of Submarines on the Mediterranean Station, the samples of acid should be forwarded to reach the Superintending Electrical Engineer, Malta, not less than six weeks before the vessel is due for refit, in order that transmission of the samples to the Admiralty Chemist, H.M. Dockyard, Portsmouth, for analysis and report, may be arranged for. Results of tests should be communicated to Malta by telegram when time will not permit of reply by letter. Copies of results of tests should be sent to the Admiralty for information.

- (b) At the time of forwarding the defect list to the Dockyard concerned, Ships' Officers should state in Column 2 of the defect list the nature of any defects in the battery, so far as they can be ascertained from the behaviour of the battery, as indicated in the Battery Record Book; it is not sufficient to state that the battery requires examination. If no specific defects can be cited, the reason for requesting examination by Dockyard should invariably be stated.
  - (c) Directly circumstances show that a Submarine requires a new battery the fact should be reported to the Admiralty through the usual channels, details of capacity tests, etc., also being supplied.
  - (d) Each sample of acid sent to the Admiralty Chemist for test in accordance with the above instructions should measure not less than one quart. The samples should be suitably marked to connect them clearly with a reference, which should be sent at the same time as the samples, and which should state that they are for chemical test under the order in question.
2. In connection with (b) above, it is desired to emphasise the fact that the present high capacity batteries in use give the best results if the plate groups are allowed to remain undisturbed for as long as possible.
3. When it is considered advisable to land a battery for extensive refit or replacement, a detailed inspection of the battery should be made by the Dockyard and Ship's Officers, and a joint report forwarded to the Admiralty as to the condition of the battery, the nature, extent, and probable cause of the defects, and recommendations as regards further service. Where a difference of opinion exists between the Dockyard and Ship's Officers respecting the probable cause of the defects, the report should include the definite opinions held by the officers concerned.
4. The foregoing instructions should be strictly observed by all concerned.

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## 1927

### 159.—Bombs and Pyrotechnics for Aircraft—Procedure for Demanding

(G. 7582/26.—21.1.1927.)

Demands for bombs (including components), pyrotechnics, etc., for aircraft attached to H.M. Ships are to be forwarded to the nearest Naval Armament Dépôt in the same way as ordinary ships' demands, or, if a Naval Armament Dépôt is not accessible, to the Admiralty (C.S.A.S.).

2. Only such bombs and pyrotechnics as have been specially approved by the Admiralty are allowed to be stored on board H.M. Ships, and the following procedure is to be carefully observed.

3. When necessary for aircraft to proceed from Air Force Bases to Naval Bases, or to H.M. Ships, any bombs and pyrotechnics (which are Air Ministry property) carried *en route* are to be returned to the nearest Air Force Dépôt or Naval Armament Dépôt at the earliest opportunity. Whilst on board they are not to be stored between decks but may be kept on the weather deck magazine for a few days awaiting an opportunity to return them. If no early opportunity to land them occurs, they are to be thrown overboard in deep water, and a report made to the Admiralty (C.S.A.S.) for the information of the Air Ministry.

4. All such returns to Naval Armament Dépôts should be laid aside as "on deposit from Air Ministry," and returned to nearest Air Force Dépôt at next opportunity.

5. If, under exceptional circumstances, stores should be supplied *direct* from Air Force Dépôts, a special report should be made to Admiralty (C.S.A.S.), the stores unexpended being dealt with as already indicated.



**746.—Electrical Circuits—Re-grouping**

*Ships to be taken in hand for Reconstruction or large Repairs.*

(G. 14597/26.—18.3.1927.)

When preparing lists of alterations and additions prior to a ship coming in hand for reconstruction or large repairs, Commanding Officers should give consideration to the desirability of including items for the re-grouping of electrical circuits on to important and unimportant breakers, if experience has indicated that this is necessary in order to effect more economical running of the dynamos. Full details of any such proposals should be given.

2. Dockyard officers, when adding circuits, should keep in mind the desirability of grouping important and unimportant circuits separately. If it is found that the old circuits can be re-grouped into important and unimportant circuits without great difficulty, and if this appears to be justifiable, having regard to additional weight and expense involved, proposals for such re-grouping should be made by the dockyard officers, and should be treated as an alteration and addition, and an estimate of cost, with details, should be forwarded to the Admiralty for approval.

3. Important and unimportant circuits may be taken as those required in action and those not required, respectively. Radiators and hot cupboards should, as far as possible, be grouped on separate circuits controlled by separate branch breakers.

**757.—Condenser Tubes of American Manufacture**

(N.S. 3163/27.—18.3.1927.)

Stocks of condenser tubes of American manufacture, including those at Devonport which were specially heated, are to be used in future instead of tubes of English make for subsidiary vessels (*i.e.*, sloops, gunboats, mine-sweepers, patrol vessels, dépôt ships and fleet auxiliaries) and shore establishments, until stocks are exhausted.

2. The tubes should be specially examined before issue, and on fitting in vessels a report should be forwarded to Admiralty showing the results of examination, the date of fitting, and the position of the American tubes in the condenser.

3. The 12 ft. tubes at Hong Kong are to meet requirements of sloops and gunboats on the China Station, and are in addition to the approved reserve of condenser tubes.

**1328.—O.U. 6137—Electrical Equipment in H.M. Ships—  
Corrections—REPORTS**

(S. 5655/26.—13.5.1927.)

All corrections to the above book reported by H.M. ships and dockyards have been embodied therein, and the book will shortly be issued.

The responsibility for keeping O.U. 6137 correct to date will devolve as follows:—

(a) *Ships in Commission and in Reserve.*—Any additions and alterations carried out by the ship's staff, which affect the record shown in O.U. 6137 relative to the ship, are to be reported immediately to the Admiralty, full particulars being rendered in the form laid down in the book.

A dated certificate is to accompany the report to the effect that the items concerned have been checked in every instance with the makers' nameplates on the actual equipment fitted in the ship.

Arrangements are being made for every ship to be supplied with the portion of O.U. 6137 relevant to the ship, to be retained as the ship's record under the charge of the torpedo officer, and this copy is to be corrected by the ship's officers at the time the ship's report of any alterations and additions is made. The copy is to be taken on charge in the torpedo gunner's fixture list.

(b) *Ships undergoing Annual Refit.*—(i) The dockyard officers concerned will be responsible for correcting the ship's copy of O.U. 6137. The dockyard officers are also to report to the Admiralty, in the prescribed form, and immediately after the completion of the ship, all alterations and additions made so far as O.U. 6137 is affected. An item to cover any corrections and amendments to O.U. 6137 is to be included in the list of alterations and additions.

(ii) A certificate similar to that called for in the penultimate paragraph of (a) above is to be attached to the report.

(iii) On completion of the refit of a ship, if no alterations or additions have been made to the equipment shown in the book, a nil return is to be rendered.

(iv) The work of the dockyards in these instances is to be strictly limited to such modifications as may be necessary, consequent on alterations and additions carried out by dockyard labour during the refit.

(c) *Ships Built by Contract.*—A clause is being included in the ship specifications to the following effect:—

Forms for the list of electrical equipment in H.M. ships may be obtained by the shipbuilders on application to the overseer. Special attention is to be given to ensure that accurate records of the gear, apparatus, etc., actually fitted in the ship are filled in on the forms by the shipbuilders. The forms are to be filled in, in duplicate, and forwarded to the Admiralty through the overseer, who, in conjunction with the District Electrical Engineer, is to verify their contents from the gear "as fitted."

The duplicate copy of the form will be forwarded to the Commanding Officer of the ship from the Admiralty, and is to be taken on charge by the torpedo officer.

(d) *Ships Building in Dockyards.*—The yard officers of the dockyard concerned are to prepare the information required for O.U. 6137, in duplicate, concurrently with the preparation of "as fitted" drawings of the electrical circuits. The original is to be forwarded to the Admiralty, and the duplicate issued to the torpedo officer of the ship. The report is to be accompanied by a dated certificate similar to that called for in paragraph (a) above.

(e) *Ships undergoing Reconstruction or Large Repairs.*—A similar procedure to that detailed in paragraph (b), (i), (ii) and (iii) above for ships undergoing annual refit is to be followed.

*General.*—(1) It has been decided to omit all reference to breakers and contactors.

(2) *Load in amperes.*—The information supplied under this heading is to be revised in future reports dealing with this item; one figure only is required and is to conform to the following formula:—

The figure to be inserted is to be obtained from the "as fitted" book of breaker diagrams for the ship, *i.e.*, the total possible H.P. load in amperes, omitting alternative supplies to the same motor, and supplies to capstans, boat-hoists and deck winches. This information is not required from submarines.

(3) *Typographical errors.*—As the value of O.U. 6137 depends entirely on the accuracy of the information contained therein, all errors are to be reported to the Admiralty as they are discovered.

(4) *Publication of Addenda and Errata.*—Arrangements will be made for the periodic issue in Admiralty Fleet Orders of lists of addenda and errata affecting the contents of O.U. 6137.

(5) Confusion has arisen in many instances between Messrs. Newton Brothers and Messrs. Newtons, Ltd. Reports should state whether Newton (Derby) or Newtons (Taunton) is intended where reference is made to these firms.

(6) Particular care is to be taken with regard to the completion of the columns headed "spare gear," and differentiation is to be made between the small sets for motor gear, etc., and the controller and starter spares.

(7) The particulars of the motors in submarines and in ships having two or more different electrical pressures of supply, should show the electrical pressure at which the motor is operated.

(8) Wherever the designed steam pressure of a generating set differs from the working conditions, a statement, in addition to the maker's nameplate particulars, is to be incorporated in the returns to the effect that owing to the designed steam pressure of the generating plant differing from that of the ship's pressure, which is to be stated, the revised output particulars are . . . (insert details).

Where reducing valves are fitted a statement to this effect is to be made in the steam pressure column of O.U. 6137 relative to the generating set.

O.U. 6137 is to show both sets of particulars.

In any future allocation of steam sets to ships having a lower steam pressure than the nameplate pressure of the set, an additional nameplate is to be fitted to the generator, stating the revised particulars consequent on the reduction of the steam pressure.

(9) Reports are to show the actual number and description of winding of field coil spares. The following abbreviations are to be used:—

For Shunt	...	...	...	...	...	...	...	Sh.
For Compound	...	...	...	...	...	...	...	Comp.
For Series	...	...	...	...	...	...	...	Se.
For Interpole	...	...	...	...	...	...	...	Int.

(10) When ships are taken in hand for large repairs, the ship's copy of the report (Part O.U. 6137) is to be seen by the Dockyard Officers and its whereabouts put on record. In the event of the report not being available, an immediate report to this effect is to be forwarded to the Admiralty through the Administrative Authority.

(11) All machines in submarines, *e.g.*, main motors, auxiliary propelling motors, etc., which are fitted with coolers, are to be so indicated in the Report.

These directions are to come into effect forthwith.

**2135.**—*Issued Confidentially.*

### **2347.—Small Scale Drawings—Supply to Ships under Construction**

(S. 04717/27.—16.9.1927.)

In future,  $\frac{1}{2}$  in. scale drawings will be issued on loan to officers appointed to ships under construction, the drawings being additional to the small scale "as fitted" drawings already supplied on the completion of the ship. These small scale prints will be issued as follows, and application

for supply is to be made by the officers concerned through the proper channels to the Director of Naval Construction, Admiralty, viz. :—

	<i>Set.</i>
Captain ... ..	1
Commander ... ..	1
Engineer Officer ... ..	1
Shipwright Officer ... ..	1

The drawings are to be returned to Director of Naval Construction on completion of the ship. The issue of these drawings to the officers mentioned is for the purpose of facilitating the performance of their duties, and is not to be regarded as an invitation to make proposals for altering details already settled and worked to by the shipbuilder.

## 2501.—Torpedo, Mining and Electrical Drawings for Instructional Purposes—Re-organisation

(G. 6066/25.—7.10.1927.)

Approval has been given for the instructional drawings supplied to ships to be re-organised on the following lines.

2. Some of the drawings have become obsolete and are to be deleted from the list; others will be modified on the next occasion of reprinting and new ones have been added.

3. The system of numbering has also been revised in order that each drawing may bear a different number.

4. The approved list of instructional drawings and establishment is given below :—

<i>Old No.</i>	<i>Title.</i>	<i>Torpedo.</i>	<i>New No.</i>
1.	21 in. warhead ... ..		1
2.	21 in. collision head ... ..		2
3.	A.W. pistol... ..		3
4.	S.F. pistol, 21 in. and 18 in., Mark IV ... ..		4
5.	Cold air leads ... ..		5
6.	Heater system, diagrammatic ... ..		6
7.	21 in. valve group and counter ... ..		7
8.	Servo-motor ... ..		8
9.	21 in. reducing valve ... ..		9
10.	Disc reducer ... ..		10
11.	21 in. torpedo Tappet engine—arrangement of Tappet gear...		11
14.	Gyro valve chest, diagrammatic section ... ..		12
15.	Air-driven angled gyro, S.R. ... ..		13
21.	21 in. submerged torpedo tubes, broadside, "Raleigh" Class...		14
22.	Pipe diagram, 18 in., Mark VIII* ... ..		15
27.	Pipe diagram, 21 in., Mark IV and IV* ... ..		16
28.	Pipe diagram, 21 in., Mark V ... ..		17
29.	Greenock depth gear ... ..		18
30.	Ignition delay (hammer) gear ... ..		19
31.	Combined non-return valve ... ..		20
32.	"D" type generator ... ..		21
33.	Injection oil bottle ... ..		22
34.	Variable oil nozzle, 21 in., Mark II*****—IV* ... ..		23
35.	Sectional elevation of tail ... ..		24
36.	Plan of typical air service in Capital ships ... ..		25
37.	Dashpot firing valve ... ..		26
38.	21 in. T.R.I. torpedo tubes ... ..		27
41.	21 in. Mark V spring, loaded by-pass valve ... ..		28
	K.8 blowing head ... ..		29
	Latch type tripper ... ..		30
	External dashpot firing gear ... ..		31
	Action of the Greenock depth gear ... ..		32

<i>Old No.</i>	<i>Electrical—Low Power.</i>	<i>New No.</i>
5.	Vickers' "Follow-the-pointer" range and deflection instruments ... ..	100
6.	Barr and Stroud's range transmitter and receiver connections	101
8.	Arrangement of hummer circuits ... ..	102
9.	Connections for Navyphones, Patts. 2461A, 2462 and 3333 ...	103
10.	Connections for Navyphones, Patt. 3333 ... ..	104
24.	Low power distribution ("Royal Sovereign" Class) ...	105
25.	Director firing circuits, ships and destroyers ... ..	106
26.	Henderson's gyro panel and wiring diagrams ... ..	108
27(a).	Firing and night sight circuits for turret guns ... ..	109
27(b).	Local firing circuits for 6 in. guns ... ..	110
28.	Director elevating and training circuits ... ..	111
29.	Evershed bearing indicators (for guns). Wiring diagrams ...	112
29(a).	Evershed bearing indicators (for guns). Principals ...	113
32.	Sperry gyro compass circuits. Typical diagram ... ..	115
33.	Navyphone exchange system ... ..	116
34.	{ Vickers' range and deflection circuits. Typical wiring diagram Barr and Stroud's range, order and rate circuits. Typical wiring diagram ... .. }	117
35.	Forbes log circuits ... ..	118
36(a).	Low power distribution ("Hood") 2-wire circuits ... ..	119
36(b).	Low power distribution ("Hood") single wire circuits ...	120
36(c).	Battery selector switch on Y, ZA and ZM panels. Principle of operation ... ..	121
	Firing and night circuits, 6 in. guns ... ..	122
	Two wire G.S. phone ... ..	123
	Two wire exchange ... ..	124
	Navyphone, Patt. 3330 ... ..	125

*Electrical—High Power.*

11.	Ring main. General diagrams ... ..	200
13.	Supply breakers and connections to dynamo ... ..	201
14.	Workshop motor starter ... ..	202
15.	Large motor controller (modern type) ... ..	203
16.	Boat hoist control gear, Clarke Chapman ("Repulse") ...	204
17.	Williams-Janney variable speed gear ... ..	205
18.	Circuits for emergency electrical supply ... ..	206
19.	Submersible pump. Wiring diagrams ... ..	207
21.	Lawrence Scott 36 in. searchlight motor generator ... ..	208
22.	Lift circuit. Smith, Major and Stevens type ... ..	209
23.	Continuous feed searchlight lamp ... ..	210
	Field distortion in dynamo ... ..	211
	Sparkless commutation in dynamos ... ..	212
	Lap and wave windings ... ..	213
	Navigation light circuit ... ..	214
	Branch breaker controlling a junction box. Oil type, modified	215
	Branch breaker controlling a motor. Oil type, modified ...	216
	Moving coil instrument ... ..	217
	H.C.D. lamp, Mark III ... ..	218
31.	Evershed helm indicator ... ..	219

*Mining.*

1.	Mine H.II, Mark II ... ..	300
2.	S.V. mine and sinker ... ..	301
3.	Mark VIII sinker ... ..	302
4.	Mark XII sinker ... ..	303
6.	Depth charge, Type D, with Mark IV pistol ... ..	304
7.	Depth charge thrower and hydraulic release gear ... ..	305
8.	Protector paravane, Type C, Mark IV ... ..	306
	Detonators used in mining ... ..	307
	Methods of fitting G.C. primers ... ..	308
5.	E.C. net mine ... ..	309

<i>Torpedo Control.</i>				<i>New No.</i>
T.C. installation.	Destroyer, "W" Class	...	...	400
T.C. installation.	Cruiser, "D" Class	...	...	401
T.C. installation.	Battleship, "Royal Sovereign" Class	...	...	402
<i>Establishment.</i>				
Battleships, battle cruisers and aircraft carriers in full commission and H.M.S. "Adventure."	1 set of Whitehead, electrical, L.P. and H.P. mining and torpedo control.			
Destroyer dépôt ships in full commission, for use in flotillas as required.	3 sets of Whitehead, electrical, L.P. and H.P., mining and torpedo control.			
Torpedo schools	...	4 sets of	do.,	do.
Cadets' training ships	...	2 sets of	do.,	do.
R.N.V.R. divisional headquarters	} 1 set of	do.,	do.	
R.N.V.R. sub-divisional establishments.				
Submarine dépôt ships in full commission.	1 set of Whitehead, mining and torpedo control.			
Dockyards, home	...	2 sets of electrical, L.P. and H.P.		
Dockyards, abroad	...	1 set of electrical, L.P. and H.P.		

5. In order to avoid confusion during the period that existing drawings continue to bear their old numbers, arrangements are to be made for the title of the drawing and the new number to be quoted on all demands.

6. The new drawings will be issued as they become available, without demand, from the R.N. Store Dépôt, Royal Victoria Yard, Deptford.

## 1928

### 334.—Motor or Generator Shafts—Removal of Ball or Roller Bearings

*Ships concerned.*

(G. 12547/27.—10.2.1928.)

The practice of regularly removing ball races and roller bearings from motor or generator shafts is to be discontinued.

2. After once being fitted to the shaft, a bearing is not to be removed except under exceptional circumstances. When an armature is removed from a machine the bearing is to be retained on the shaft whenever possible.

### 511.—Brown-Curtis Turbines—Spare or replace Turbine Nozzle Castings

(D. 537/28.—2.3.1928.)

Defects having been found, due to the formation of rust between the boundary nozzle plate and the casting, steps are to be taken in future when ordering spare or replace nozzle castings for Brown-Curtis turbines to omit the steel division plates adjacent to the ends of the castings and to modify the dimensions of the castings as necessary to maintain the original nozzle area. Further, in cases where the original design indicates thin tongues of cast iron liable to fracture they should be rounded off as shown on diagram E.F.O. 17/28.

2. The makers should be instructed to indicate, when tendering, their procedure regarding heat treatment of nozzle plates and castings and to submit:—

- Proposed condition of plates in respect to heat treatment prior to casting in.
- Proposed procedure for annealing the completed casting after manufacture.

**591.—Electrical Motors—Temperatures—REPORTS***H.M. Ships.*

(G. 16945/27.—9.3.1928.)

With reference to the safe limits of temperatures in electrical machines experience has shown that unless the temperature of the windings approaches 190° F., it is improbable that damage will be caused to the insulation.

2. Reports are to be rendered by ships' officers in cases where damage to insulation has occurred in machines in which the temperatures attained have been less than 190° F.

3. The reports should include the following particulars:—

- (i) Maker's name, maker's number, and the duty of the motor.
- (ii) The exact nature of the damage.
- (iii) The cause to which the damage is attributed.
- (iv) The number and particulars of defects which have occurred in the machine reported upon within the previous two years, or since its installation in the ship, together with the dates of occurrence of such defects, and by whom they were made good.
- (v) The maximum temperature attained as measured by thermometer, together with the approximate duration of continuous operation to which the machine is usually subject, and the frequency of such operation.
- (vi) Particulars of overloads (if any) to which the machine is subjected.
- (vii) The temperature at the bearings.

**803.—W/T and V/S Signalling Apparatus—Fitting in H.M. Ships in Home Dockyards—Responsibility for Inspection**

(S.D./G. 18939/27.—5.4.1928.)

The Captain, H.M. Signal School, Portsmouth, is responsible for the technical inspection of the work of fitting W/T and V/S signalling apparatus in all new construction and ships undergoing reconstruction, and in the cases of large repair (D.2), when ships have been destored or alterations and additions have been carried out, affecting signalling apparatus. The Captain, H.M. Signal School, is also responsible for the inspection of similar work in ships commissioned for trials or for service from dockyard control. The Form D.448 applicable to the above cases will be signed by the Captain, H.M. Signal School, Portsmouth, as provided on the form.

2. In the event of Signal School officers not being available for inspection of any particular item, the Captain, H.M. Signal School, has authority to delegate the work to the appropriate Port W/T Officer, and to communicate direct with him on the matter.

3. In the case of ships in commission (including those in special, reduced, or reserve commission) undergoing refit, the responsibility for the inspection of alterations and additions carried out by dockyard lies with the Port W/T Officer, and for the inspection of defects made good, with the Commanding Officer.

Vessels which are under the charge of Vice-Admiral Commanding, Reserve Fleet, or the senior officers, Reserve Fleet, at other ports, which are allowed a care and maintenance party instead of a reserve complement proper will be treated as in reserve commission for the purposes of this paragraph, unless they are definitely paid off into dockyard control, in which case the provisions of paragraph 1 will apply.

At Portsmouth the duty of Port W/T Officer is carried out by an officer of the Signal School, at Chatham and Devonport by W/T Officers in these Commands, assisted if necessary on V/S matters by the officer appointed for supervision of V/S ratings awaiting draft.

4. In the event of Port W/T Officers being unable to carry out the work for any reason, reference should be made by them direct to the Captain, H.M. Signal School, for assistance or advice.

5. No ship can be considered to be in all respects fit and ready for sea if the W/T sets have not been tested and tuned. In all cases therefore, Commanding Officers are responsible that all apparatus has been tested and tuned before a ship leaves the port.

6. Commanding Officers are at liberty to call on the Port W/T Officer for technical assistance beyond the powers of ship's officers whenever required (*vide* para. 2-5 above).

7. In order that there may be no doubt as to the application of this order in particular cases, Port W/T Officers are to inform the Captain, H.M. Signal School, weekly, of the progress of all work in hand, showing those items which are being inspected by Port W/T Officers, and those in which inspection by Signal School is assumed.

#### 8. *Summary.*

Ship or vessel in	Occasion.	Responsible for technical inspection of W/T and V/S work, and tuning on completion.
Contractors' hands ... ..	All occasions.	Captain, H.M. Signal School.
Dockyard control ... ..	All occasions.	Captain, H.M. Signal School.
Commission (including commission in Reserve).	Large repair— (i) A and A's. (ii) Defects.	Captain, H.M. Signal School. Commanding Officer.
Commission (including commission in Reserve).	Refits— (i) A and A. (ii) Defects.	Port W/T Officer. Commanding Officer.
Commission (including commission in Reserve).	Proceeding to sea.	(As to readiness for sea.) Commanding Officer.

1480. }  
1481. } *Issued Confidentially.*

## 2112.—Watertight Compartments in H.M. Ships—Securing of Fittings

(S. 3113/28.—24.8.1928.)

Attention is drawn to the instructions in the King's Regulations and Admiralty Instructions and the Engineering Manual regarding the maintenance of watertightness of compartments in H.M. ships and to the importance of strict adherence to these regulations.

2. As the difficulties in maintaining compartments efficiently watertight are largely due to the existence of holes left unplugged when new fittings have been added, and as these difficulties would be obviated by the use of welded studs, it has been decided that in future, for all fittings such as instruments, electrical lead clips, furniture securing clips, etc., which require securing by screwed connections to bulkheads and decks, holes are not to be drilled, but that the "cyc-arc" or other welding process is to be adopted for all studs up to and including half-inch.

3. Where drilling and tapping may be necessary, such work should only be carried out by requisition on the Constructive Department of H.M. Dockyards, or with the direct concurrence of the Officer-in-charge of that department, who is held responsible for watertightness generally.



**2232.—Ammunition—Amounts to be carried in Peace Time**

(G. 9145/28.—7.9.1928.)

The following are the amounts of ammunition which should be carried in peace time:—

- (a) Only the approved outfit allowance of full calibre cartridges is supplied to ships, with the exception of fixed ammunition made up with practice projectiles, for which *see* (c) below.

The only variation to this rule is in cases where it is desirable to issue a whole "lot" of cordite, *vide* Article 51 of the Naval Cordite Regulations, 1928.

- (b) Cartridges allowed for practice firings are to be taken from the outfit, which should be replenished at the first opportunity.
- (c) Up to 12 months' allowance of 1 in. aiming rifle ammunition may be carried and up to 6 months' allowance of sub-calibre ammunition and Q.F. fixed ammunition made up with practice projectiles provided stowage is available.
- (d) .303 in. ammunition for aiming rifles is to be taken from the outfit of Mark VII ammunition allowed for small arms and machine guns.

2. No filled shell are to be carried in addition to the outfit allowance, any allowed for practice being taken from the outfit, which should be replenished at the first opportunity.

3. Up to six months' allowance of practice projectiles will be supplied if stowage is available.

4. No additional ammunition is to be embarked in ships ordered to proceed to or from foreign service without special Admiralty approval.

In the interests of economy it is desirable that full use be made of any available ammunition stowage for the conveyance of explosives.

Armament Supply officers requiring transport are to obtain from the Commander-in-Chief the necessary particulars as to stowage available.

**2416.—Babcock & Wilcox Boilers—Wear of Headers**

(D. 13977/28.—28.9.1928.)

Recent close examination of boilers shows that the headers of Babcock & Wilcox boilers are liable to develop cracks in the radius between the front face of the downtake or front header after the boilers have been in continuous use for 14 or 15 years.

2. The cracks are generally located in the wake of the horizontal bridge of steel between the first and second bottom hand holes. They generally commence at the root of the folds in the steel caused during the forming process of the headers, but isolated cases have been observed in other positions.

3. Special attention is accordingly to be given to the condition of the headers when ships fitted with Babcock & Wilcox boilers undergo the periodical drill test examination, and the condition of the headers in this respect is to be inserted on Form S.356B.

4. The renewal of any tubes or headers should be recorded on the boiler history sheets.

5. Close attention should also be given to the fit of the hand hole doors, and all dogs securing the doors should be placed in a vertical position when in place on the boilers in order to give the bridges the full support of the doors.

6. A modified type of dog, having a width of foot of  $3\frac{1}{4}$  in., should be fitted in those positions where the bridge of metal between adjacent holes has become worn, or where internal surface cracking is evident.

7. Patterns of the modified dog can be obtained from Portsmouth Dockyard.

**2668.—Issued Confidentially****2722.—Cartridges Filled with S.C. Cordite—Distribution**

(G. 13861/28.—19.10.1928.)

The distribution of cartridges filled with S.C. cordite has commenced, and supply will be made to H.M. ships and Naval Armament Depôts as stocks of the older types of cordite render this necessary.

2. The main outfits of any individual ship for any particular nature of charge are not to consist of a mixed quantity of S.C. and M.C. and/or M.D., but in order to provide for the expenditure of the older types of cordite, it will be necessary for the latter to be utilised for practice.

3. When stocks of cordite on any station render the action necessary, the complete outfit of an individual ship for a particular nature of cartridge will be withdrawn by the Armament Depôt, and she will be supplied with a fresh outfit consisting of S.C. cordite, except that sufficient M.C. or M.D. will be included to cover 6 months' practice requirements.

4. When this exchange has been carried out in any ship, replenishments for practice will be of M.C. or M.D., and the latter natures only are to be utilised for this purpose unless it has been ascertained that no further quantities are available, when S.C. will be supplied. Preference for practice should be given to M.D. over M.C. when M.D. is available.

5. Armament Supply Officers will review the available stocks continually so as to ensure that the exchanges of outfits are effected during periods when these outfits will be landed for other purposes, e.g., on deposit during refit, etc.

6. An exception to the above rules will be made in the case of ammunition for Q.F. 4.7 in., Mark VIII guns, where the outfits in certain ships will be exchanged completely for S.C. including practice. The necessary instructions to cover this will be issued to R.N. Armament Depôts and H.M. ships concerned, at a later date.

7. No action is being taken for the present to introduce S.C. cordite cartridges for Q.F. 12 pdr. 8 cwt., and Q.F. 2 pdr. guns, and Mark I cordite will continue in supply for these guns. There will be a temporary reversion to the use of Mark I cordite for Q.F. 6 and 3 pdr. practice and sub-calibre ammunition next year, and such cartridges when available may be considered interchangeable for supply with issuable stocks of M.C. for sub-calibre firings.

8. A separate Order will be issued in regard to periodical tests of S.C. cordite cartridges.

(C.A.F.O. 385/33.)

**2895.—Electric Cables—Running and Fixing**

(S. 01979/28, S. 8538/28.—9.11.1928.)

*Battleships, Cruisers, Aircraft Carriers, and large Fleet Auxiliaries building and under refit.*

With a view to increasing the life of electric cables fitted on board the above ships and thus reducing the cost of renewal, etc., special action is to be taken as regards future new construction to select satisfactory main routes for cables.

2. Subject to the condition that watertight bulkheads are not to be pierced below the water line, the main cable routes are to be chosen with a view to securing:—

- (a) Adequate protection from damage by shell fire and bombs.
- (b) Sufficient clearance from the ship's side and framing to avoid risk of damage when fendering or going alongside in vessels of light scantlings.
- (c) Straight and direct runs for the cables as far as is possible.
- (d) Avoidance of steam pipes and machinery, the proximity of which is detrimental to the cables.
- (e) Avoidance of congestion.
- (f) Easy renewal when necessary.

3. It is contemplated that more extensive use will be made in future of paper insulated cables and that these will be fitted wherever possible for both high and low power circuits.

4. At an early date during the construction of each vessel, the ship-builders or dockyard building the vessel are to prepare drawings indicating the arrangement of the more important runs of electric cables relative to steam and water pipes and any other obstructions occurring in their route. These drawings are to be prepared after close co-operation between all departments concerned. After approval of these drawings no major alterations in the cable runs will be permitted without special Admiralty sanction.

5. Similarly, no major alterations in the positions of the pipes and other fittings in the route of the cables will be permitted without special approval, and the co-operation between the various departments required in the early stages of construction must be continued throughout the building of the vessel. New positions selected for other than electrical gear must not be such as to interfere unduly with cables already run or to be run along any approved route.

6. The foregoing instructions are also to be considered applicable to vessels under refit in so far as the running of new circuits and the fitting of new apparatus are concerned.

*Leaders and Destroyers Building and under Large Refit.*

7. The following additional instructions are promulgated for special application in connection with wiring in leaders and destroyers in future new construction and large refits.

8. The route of all main electric cables, high and low power, in leaders and destroyers should be under the deck and at least two feet from the ship's side.

9. The runs of the cables should be as flexible as possible and in no circumstances should they be run in a straight line from bulkhead to bulkhead through the engine and boiler rooms, but a certain amount of "give" should be allowed to avoid straining of the cables due to working of the ship, etc.

10. The cables should be run in the coolest positions available, and positions over steam pipes and valves should be avoided when possible. Where cables pass near steam pipes or very hot positions, the runs are to be protected by asbestos linings or other means of avoiding excessive heat.

11. The cables should be fixed to perforated plating which should be so fixed to the beams as to damp out vibration as much as possible. The plating should not touch the beams, etc., and should not be fixed to the girders. A drawing showing the approved method of fixing this plating is shown in E.F.O 95/29.

12. All bulkhead glands for lead-cased cables should be packed with farotex compound. A new pattern gland for a single cable suitable for farotex compound is being introduced.

13. Cables as they emerge from the gland should allow of "give" between the gland and the first clip, but should be supported, if necessary, in a non-rigid manner.

14. Cables passing from a fore and aft bulkhead to an athwartship bulkhead should have long easy bends.

15. All clips should have upturned edges and should not distort the cable sheathing.

16. Fuse, etc., boxes should be fixed in the coolest positions available, generally away from ship's side and not at the upper part of the engine or boiler room. They should be readily accessible.

17. At an early date during the construction of each ship the shipbuilders are to prepare drawings indicating the arrangement of the more important runs of electric cables relative to steam and water pipes and any other obstructions occurring in their route. After approval of these drawings no major alterations in the cable runs will be permitted without special Admiralty sanction. Similarly, no major alterations in the positions of the pipes and other fittings in the route of the cables will be permitted without special approval.

18. When ships are in hand at dockyard for large refit, the dockyard departments are to co-operate as necessary to ensure the most satisfactory arrangement of all fittings being obtained. New electrical circuits and fittings are to be arranged in accordance with the above instructions. New positions selected for other than electrical gear must not be such as to interfere unduly with cables already run.

## 1929

### 710.—Cartridges, Q.F. 3 pdr., Practice, Sub-calibre, made up from Size 5 Cordite—Future supply arrangements

(G. 20226/28. A.S. 1173/29.—22.3.1929.)

Cartridges, Q.F., 3 pdr., practice, sub-calibre, have been made up of Mark I cordite, size 5, of lots R.N. 2778, 2781, 2782, 2783, 2784, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, to a charge weight of 6 oz 2 drams, and are expected to have M.V. about 34 f.s. more than that given by charges of M.C.4½ cordite. The quantity on board any individual ship supplied with the above lots, should therefore be sufficient to prevent the indiscriminate use of cartridges of these lots and normal lots on any practice run, and Armament Supply Officers will adjust issues accordingly.

1218. }  
1463. } *Issued Confidentially.*  
1548. }

### 1549.—Bolts and Studs Subjected to High Temperature— Examination—REPORT

(D. 8126/29.—21.6.1929.)

Several cases have been reported from ships of bolts or studs, fitted in positions subject to high temperatures, having been found to be brittle or broken.

2. Periodical examinations should be made, by all ships, of bolts and studs fitted in such positions as nozzle boxes, steam stop valves, safety valves, steam pipes, etc., one or more bolts or studs being removed at these examinations, and if found to be broken or brittle, a report should be forwarded to the Admiralty giving details of the bolts or studs, and the part from which they were removed, together with, if possible, the source of supply, and date when fitted.

3. When such bolts or studs are renewed, care should be taken that the material from which the replacements are made is in all respects suitable for the service.

4. All yards supplying any replacements for these items should ensure that they have been made from satisfactory material which has passed the tests required for new bolts and studs.

1739.—*Issued Confidentially.***1742.—Cartridges, Impulse, Torpedo, Cordite—Defective Fire Tubes—Precautions**

(T. 723/29.—12.7.1929.)

A certain number of cartridges, impulse, torpedo, cordite, have been issued fitted with the old pattern fire tubes. The ends of these fire tubes are liable to blow out and to enter the combustion chamber.

2. Cordite, impulse, charge cylinders, are to be examined after every occasion of firing, and should the fire tube be found to have been shattered, the cordite firing gear of the tube concerned is to be dismantled, and the shattered pieces removed before any further shots are fired from that tube.

**1864.—Gun Mountings, 6 in.—Particulars of Range Dial Graduations on Reconditioning and Conversion**

(G. 4961/27.—26.7.1929.)

The following information is promulgated concerning the range dial graduations for the various marks of 6 in. gun mountings concerned.

(a) *6 in. B.L., Mark VII Guns on P. III and P. IV Mountings.*—Graduations to be in accordance with the approved drawing prepared by Portsmouth Yard in accordance with Admiralty Letter dated 7th July, 1921, G.0821/21, and approved by Admiralty Letter G.01097/21. M.V. 2,500 fs. R.T. No. 26 and 26A. Sight elevation 20 degrees. Range gearing constant 37'677.

(b) *6 in. B.L., Mark VII Guns on P. VIII Mountings.*—Dials to be regraduated for an M.V. of 2,500 fs. using range table No. 26D. Graduations to be arranged for use with a 10-degree super-elevation attachment for a total sight elevation of 22½ degrees. Portsmouth Yard to prepare necessary drawing.

(c) *6 in. B.L., Mark XI Guns on P. V Mountings.*—Graduations to be in accordance with approved drawing G.123 for M.V. 2,800 fs. R.T. No. 26. Sight elevation 20 degrees. Muzzle velocity correctors to be removed.

(d) *6 in. B.L., Mark XI Guns on P. V\* Mountings.*—As the mountings are not being converted to a greater elevation, the sights are to remain as at present.

(e) *6 in. B.L., Mark XI Guns on P. VI Mountings.*—Graduations to be extended to 20 degrees elevation using R.T.'s Nos. LXXIX. and 27. M.V. 2,850 fs. Portsmouth Yard to prepare necessary drawing.

(f) *6 in. B.L., Mark XII Guns on P. VII and VII\* Mountings.*—Dials to be regraduated to approved drawing R.C.D. 13883A/44 for M.V. 2,750 fs. R.T. No. 24.

(g) *6 in. B.L., Mark XII Guns on P. IX Mountings.*—For those sights which require extension of elevation, drawing No. R.C.D. 13870A/4 is to be used.

(h) *6 in. B.L., Mark XVI Guns on P. X Mountings.*—Range dials to be regraduated to 20 degrees, equivalent angle for an M.V. of 2,900 fs., using the range table on p. 110 of O.U. 5268A for elevations up to 15 degrees, and thereafter a special extension table which will be prepared at the Admiralty. The muzzle velocity correctors to be altered to read plus and minus instead of actual M.V.'s. Portsmouth Yard to prepare necessary drawings.

(i) *6 in. B.L., Mark XIII Guns on P. XI Mountings.*—Range dials to be graduated up to an equivalent angle of 20 degrees for M.V. 2,675 fs., using R.T. No. 239. Muzzle velocity correctors to be altered to read plus and minus instead of actual M.V.'s. Portsmouth Yard to prepare necessary drawings.

2. Except where stated above, the existing muzzle velocity correctors are to be retained.

3. The drawings referred to in paragraph 1 (b) (e) (h) and (i) are to be prepared in conjunction with "Excellent" and submitted to the Admiralty.

4. The regradautions of range dials, etc., is not to be taken in hand until the relative estimates have been approved. In the case of mountings not yet converted, the regradaution is to be carried out as part of the conversion.

Estimates for the regradaution of dials of mountings already converted are to be forwarded as soon as possible.

### **1967.—Refits or Repairs to H.M. Ships—Procedure to be followed as regards Supplementary Work**

(C.P. 6210/29.—9.8.1929.)

Where a contract has been placed with a private firm for refitting or repairing one of H.M. ships, and additional work, involving extra cost, is subsequently found to be necessary while the contract is in progress, the following procedure is to be followed:—

- (i) Where practicable, and the delay is not likely to cause additional sums for dock dues, etc., supplementary specifications are to be prepared and tenders obtained for the extra work and submitted for Admiralty approval;
- (ii) Where this is not practicable, the order for the additional work is to be placed with the firm dealing with the refit, provided that the local responsible officers are of the opinion that the sum asked for the supplementary work is fair and reasonable, that it is in the best interests of the Crown to accept it, and that there are no more economical means of dealing with the situation.

In the latter case, full details should be furnished forthwith to the Admiralty, stating the additional amounts involved, and furnishing a certificate as to (ii) above.

A supplementary tender is to be scrutinised with special care, and the local responsible officers must be satisfied that the supplementary repairs were not wholly or partially covered by items in the original contract and are absolutely necessary.

These instructions are to apply both at home and abroad, and are also to govern repair, etc., of Steam and Motor Boats and Battle Practice Targets.

(A.F.O. 2048/32.)

### **2027.—Q.F. 4 in. Tracer Fitted Ammunition in Submarines—Future Supply Arrangements**

(A.S. 1695/29.—16.8.1929.)

It has been decided to discontinue the supply of tracer fitted ammunition for Q.F. 4 in. guns in submarines, and no more ammunition will be made up to designs embodying night tracers.

2. When outfits are landed in future, or other favourable opportunities offer, S.A.P.N.T. and H.E.N.T. ammunition will be replaced by similar quantities of non-tracer S.A.P. and H.E. ammunition when available from stocks.

3. In order to avoid the expense of conversion of existing stocks of practice N.T. ammunition, the remaining stocks afloat and ashore are to be used up for day practice firings, and tracer and non-tracer rounds may therefore be issued indiscriminately by Armament Supply Officers until the stocks of practice N.T. ammunition are exhausted.

4. For the present, any Q.F. 4 in. S.A.P.N.T. and H.E.N.T. ammunition in store or subsequently withdrawn from outfits of submarines must be held in lieu of similar non-tracer ammunition for reserves.

5. Tracer fitted ammunition is not being provided for 5.2 in. or 4.7 in. guns in submarines.

### 2135.—Practice Projectiles, 15 in. and 13.5 in.—Types for supply for Concentration Practices and other Firings

(A.S. 3860/29.—30.8.1929.)

In order to ensure that practice projectiles with the same ballistic properties are used by each ship for 15 in. and 13.5 in. concentration practices, shell A.P.C., weighted H.E.S., will be supplied for these firings.

2. For other practice firings, shell A.P.C., weighted H.E.S., or other types of practice projectiles will be issued by Armament Supply Officers as available.

3. When forwarding demands for practice projectiles for 15 in. and 13.5 in. guns, Commanding Officers of H.M. ships should, therefore, state requirements in the following terms:—

Practice projectiles—

No.

For concentration practices (shell A.P.C., weighted H.E.S.).

For other firings (shell A.P.C., weighted H.E.S., or other type of practice projectiles available).

### 2452.—Main Batteries

*Submarines.*

(D.—4.10.1929.)

The approved arrangements of the intercell connectors and the numbering of the cells of main batteries of submarines are not to be altered unless Admiralty approval to do so is previously obtained. If the records of the approved arrangements are not available in the dockyard or ship when the battery is about to be installed, application should be made to the Admiralty for the necessary information.

### 2531.—Director Firing Gear—4 in. H.A., III and IV, Mountings—Supply and Fitting of Director Operating Gear and Director Receivers in Ships to be fitted with H.A.C.S.I.—REPORTS

*“Queen Elizabeth” Class, “Royal Sovereign” Class, “Hood,” “Repulse,” “Renown,” “Tiger,” “Hawkins,” and “E” Class Cruisers, “Kent” and “London” Classes, “York,” “Dorsetshire,” “Norfolk,” “Exeter,” “Eagle,” “Furious,” “Hermes,” Home Yards, Malta, Hong Kong, Bermuda, Bombay, Gunnery Schools, and R.M. Depôts, Eastney and Plymouth.*

(G. 1439/29.—11.10.1929.)

The following information is promulgated for the guidance of yards, ships, depôts, etc., in connection with the fitting of director operating gear and receivers to 4 in. H.A., III and IV, mountings in vessels to be fitted with H.A.C.S.I.

2. All 4 in. H.A., III and IV, mountings supplied to the ships and establishments referred to in this Order (except as stated in paragraph 5 (d)), and which are fitted with director operating gear, or are to be so fitted, will have director receivers of the new “C” type. This type of receiver requires a gear ratio of 12:1 between the mounting and the driving spindle of the receiver, both for elevating and training.

3. (a) 4 in. H.A., III, mountings, Registered Nos. 128-150 inclusive, have been manufactured, complete with director operating gear, but with a ratio of 21:1 for the training receiver drive. The elevation receiver drive ratio is 12:1.

(b) The manufacture of additional parts to modify the ratio of the training receiver drive on these mountings to 12:1 to suit the "C" type receivers, together with the necessary brackets to carry the new receivers, is being carried out by M.E.D., Portsmouth Yard.

(c) Mountings, Nos. 128-147 inclusive, are fitted in "Kent" Class. The next lists of alterations and additions for these vessels should include an item to complete the fitting of director operating gear, brackets, etc., and "C" type receivers to 4 in. H.A., III, mountings. Yards concerned should demand the necessary parts and receivers from M.E.D., Portsmouth Yard.

(d) Mountings, Nos. 148 and 150, will be stored at Portsmouth and Hong Kong Yards, respectively, as reserves. Arrangements will be made for fitting operating gear of 12:1 ratio for the training receivers of these mountings and further instructions issued.

4. (a) 4 in. H.A., III, mountings of registered numbers preceding No. 128, which are mounted in the ships referred to in this Order, were not fitted with director operating gear when manufactured. Sets of parts with driving gear ratios of 21:1 for training and 12:1 for elevating have been distributed to yards for fitting in the ships concerned. This work has been completed in the following ships during the last refitting periods:—

"Warspite," "Resolution," "Royal Sovereign," "Hood,"  
"Emerald," "Enterprise," "Hermes," "Frobisher," "Vindictive."

Action to complete the fitting of the modified parts to correct the ratio to 12:1 for training, together with the fitting of brackets and "C" type receivers, should be taken by the above ships, except "Hermes" (see paragraph 5 (d)), and the yards concerned in accordance with the instructions detailed at 3 (c) above for "Kent" Class. The 4 in. H.A., III, mountings in this series, which are fitted or stored in yards, gunnery schools and depôts, will eventually be completed with director operating gear to accommodate "C" type receivers. Arrangements are being made for the manufacture of the necessary parts, and further instructions will be issued.

(b) The remaining ships quoted in this Order, fitted with 4 in. H.A., III, mountings of registered numbers up to and including No. 127, have been instructed to include an item in the next list of alterations and additions to cover the work of fitting director operating gear and receivers. This item will include the complete fitting of all parts necessary for the correct mounting of "C" type receivers. Yards concerned have been supplied with sets of parts of 21:1 and 12:1 ratios as stated in 4 (a) above, and the remaining parts, brackets and "C" type receivers should be demanded from M.E.D., Portsmouth Yard, as required, when ships come in hand for this work.

5. (a) "*Revenge*" and "*Malaya*."—These ships have been fitted with the proper director operating gear and "C" type receivers during the last refitting period, and no further action is required.

(b) "*Valiant*" and "*Hawkins*."—The fitting of director operating gear and "C" type receivers will be completed during the present refits, and no further action is required.

(c) "*Frobisher*."—This vessel has three in number 4 in. H.A., III, mountings from the series 1-127, and one in number from the series 128-150. All mountings on board have director operating gear with 21:1 ratio for training receiver drive and 12:1 for elevation receiver drive. Action similar to that indicated at 3 (c) and 4 (b) above should be taken by ship's officers and yard concerned to complete the fitting of training operating gear of the correct ratio, together with the necessary brackets and "C" type receivers.

(d) "*Hermes*."—This vessel is fitted with three in number 4 in. H.A., III, mountings from the series 1-127, and operating gear with 21:1 ratio for training receiver and 12:1 for elevation receiver. It has been decided to fit



"Adventure" type receivers (without corrector boxes) to the mountings in this ship, and these receivers require gear ratios of 7:1 for training receiver drive and 12:1 for elevation receiver drive. Sets of parts for the 7:1 ratio are available at Portsmouth Yard from sets manufactured at Woolwich Arsenal, and should be fitted to the mountings during the next refitting period, the present director training operating gear being dismantled and returned to M.E.D., Portsmouth Yard. The "Adventure" type receivers for "Hermes" have been delivered to M.E.D., Chatham Yard, from contractors.

The yard concerned in next refit of "Hermes" should demand the necessary further operating gear parts and receivers from Portsmouth and Chatham, respectively, and ship's officers should insert an item in the next list of alterations and additions to cover the work of fitting the modified operating gear and receivers.

6. (a) All 4 in. H.A., IV, mountings fitted, or to be fitted or stored in the ships and establishments quoted in this Order, have been manufactured complete with director operating gear.

(b) 4 in. H.A., IV, mountings, with registered numbers in the series 1-41 inclusive, have operating gear of 21:1 ratio for training and 12:1 for elevation. Sets of additional parts to convert the training ratio to 12:1, together with the necessary brackets and "C" type receivers, are available for fitting.

Thirty-two mountings from this series are being fitted in "York," "Dorsetshire," "Norfolk," "Exeter," and "London" Class, and arrangements have been made for these mountings to be fitted complete with operating gear of the correct ratio, together with brackets and "C" type receivers, before the ships are complete. This work has been completed in "London," "Devonshire," and "Sussex."

(c) "*Tiger*," and *Devonport Yard only*.—4 in. H.A., IV, mountings, Registered Nos. 20-23 inclusive, have been delivered to Devonport Yard for fitting in "Tiger." These mountings are fitted with director operating gear of the ratios 21:1 for training and 12:1 for elevating. Devonport Yard officers should forward an estimate of the cost of completing these mountings with training receiver operating gear of the 12:1 ratio, together with brackets and "C" type receivers, the necessary items being demanded from Portsmouth Yard.

7. 4 in. H.A., IV, mountings of Registered Nos. 50-61 have been manufactured with director operating gear, complete to take "C" type receivers.

With regard to Nos. 51 and 52, the gear has been dismantled from these mountings, packed in boxes suitably labelled, and delivered with the mountings.

8. Sets of parts, together with the necessary drawings, are available at Portsmouth Yard for issue to other yards for fitting of gear as required.

9. It should be noted that a small adapter may be required for the driving clutch of the "C" type receiver. If these adapters are not supplied by Portsmouth, a sketch of this adapter should be forwarded by that yard with the first batch of "C" type receivers supplied to other yards on demand. The adapters should then be manufactured by the yard concerned.

10. "*Australia*" and "*Canberra*."—Separate action is being taken with the Australian Government with regard to the mountings of these vessels.

11. Reports should be forwarded by ships, through their Administrative Authorities, when the fitting of the receivers and correct operating gear has been completed.

**2533.—Projectiles, 8 in., Target-ship Practice**

(G. 3610/29.—11.10.1929.)

Supplies of the new design of 8 in., Mark III B, target-ship practice projectiles, fitted with a steel head, are now becoming available for issue. When sufficient are received, the use of the present design of Mark I\* B practice projectile should be restricted to reduced charge firings, and the new Mark III B projectile used for full charge firings.

2. In view of the Mark I\* B projectiles being fitted with cast iron heads, they are particularly liable to damage by rough usage or excessive use of the ejector. Any Mark I\* B projectile ejected from a gun, or which has been subjected in any way to rough usage, should not be used for firings, but should be returned to the nearest Naval Armament Supply Depot.

3. Armament Supply Officers are to mark such projectiles suitably on receipt, and return them to Woolwich for final sentence and disposal, notification of shipment being sent to Chief Superintendent of Armament Supply, Admiralty.

*2797.—Issued Confidentially.***2990.—Lewis Guns—Mounting in Boats**

(G. 2216/29.—22.11.1929.)

The positions of Lewis gun mountings in ships' boats are to be as follows:—

- (a) *Existing picket boats*.—On top of the cone support to the 3 pdr. mounting, arranged as shown in the sketch (E.F.O. 155/29).
- (b) *35 and 30 ft. motor pinnaces*.—In the cockpit abaft the fore peak. The top of the pillar to be about 6 ft. above the flat, the gunner standing on planks laid across the tops of the lockers and side benches.

In those boats where the steering position is fitted forward, the steering wheel should be dismantled, and the boat steered by tiller from aft, when it is necessary to work Lewis guns. This will enable the mounting to be placed where a good forward arc of H.A. and L.A. fire can be obtained.

In such boats, the bolts securing the steering wheel bracket are to be replaced by studs, so that the bracket can be removed without impairing the watertightness of the bulkhead.

- (c) *Pulling boats*.—The armament for existing 45 ft. launches is to remain as at present.

In pulling boats, except 36 ft. pinnaces and 42 ft. launches, the position is to be on the centre line on one of the midship thwarts, so that there is ample room all round to allow firing in any direction.

In 42 ft. launches and 36 ft. pinnaces where two mountings are supplied, one mounting is to be fitted forward, and one as far aft (before the engine) as the position of the engine will allow.

The most convenient height for an average man is for the top of the pillar to be 5 ft. above the surface on which he stands. As the pillar now supplied for use in boats is only 18 in. high, it will be necessary to mount it on top of a tripod or bent plate, as shown in the sketches (E.F.O. 155/29). These should be made by ship's staff to suit the boat.

Alternatively, the new telescopic 5 ft. pillar which will be supplied for Lewis gun mountings in ships will also be satisfactory for use in boats, and may be used for this purpose if the situation does not necessitate their retention on board for ships' use.

**3004.—Issued Confidentially.****3066.—Storing Arrangements***Reserve Minesweepers, Home Dockyards, and Malta.*

(N.S. 6733/29.—29.11.1929.)

Parent ships of groups of the reserve minesweepers laid up at Malta are to be kept fully stored with permanent and consumable stores in accordance with the Main Sea Stores Establishments (*i.e.*, for two months).

2. The reserve minesweepers laid up at Chatham are to retain on board only the stores shown on the following lists, (apart from any stores drawn under the Establishment for care and maintenance), *viz.* :—

- (a) Boats and carley floats, binnacles and compasses, steaming lights, searchlight projectors, searchlight pedestals, anchors and cables, cabin and wardroom furniture, towing spans, etc., hawser reels, spring mattresses, semaphores, fire irons (boiler), portable forges, vices, collision mats, pistol racks, bottom lines, W/T gear (aerials to be kept in place).
- (b) Minesweeping Gear: Gallows complete and fit for service, and the Mark I outfit complete, in accordance with the Establishment of Naval Stores for Minesweeping.

N.B.—The foregoing lists (a) and (b) apply also to the remaining reserve minesweepers laid up at Malta, with the exception that articles liable to deterioration through climatic conditions, *e.g.*, boats, compasses, etc., are not to be retained on board.

3. The vessels laid up at Chatham and Malta will, on mobilisation, be stored from those yards. Special reserves of Naval Stores, to complete the vessels on mobilisation, are to be maintained at the yards, and the necessary dormant demands are to be held by the Naval Store Officer. Periodical checks are to be provided for, to ensure that the stores in question are available for immediate supply and are in good condition.

4. Arrangements for storing the vessels are to be included in the local arrangements for mobilisation.

5. Certain minesweepers are at present in commission on detached duties. These are—

"Alresford"	...	...	Tender to Navigation School.
"Fermoy"	...	...	Tender to "Titania."
"Ross"	...	...	Tender to "Dolphin."
"Saltburn"	...	...	Tender to "Victory" for Signal and Navigational Schools.
"Tedworth"	...	...	Tender to "Excellent."

Any equipment and stores necessary to complete these vessels as minesweepers on mobilisation are to be reserved in store at the port to which they are attached, which port should also be regarded as their storing port while they are in commission.

6. The necessary steps are to be taken to ensure that while vessels are in the reserve, the stores and equipment detailed in paragraphs 1 and 2 are on board, and that they are in a serviceable condition. If any articles are in need of repair or require replacement, arrangements are to be made for the work to be undertaken (with dockyard assistance, if necessary) or for serviceable articles to be obtained. Opportunity is to be taken when the vessels are in dockyard hands for docking, to examine and, if necessary, repair the equipments.

(A.F.O. 2939/32.)

(A.F.O. 252/34 is cancelled.)

### 3221.—Evershed Systems for Gun Control, also Telephone and Buzzer Communications for Star Shell Gun Control—Modifications

*Battleships and Battle Cruisers of "Royal Sovereign," "Queen Elizabeth," "Iron Duke" and "Repulse" Classes, "Hood" and "Tiger," Cruisers of "Hawkins," "Concord," "Caledon," "Ceres," "Carlisle," and "D" and "E" Classes.*

(T. 4430/29.—20.12.1929.)

It has been decided to effect the following alterations and modifications in the above-mentioned systems and ships :—

#### I.—Evershed Gun Control Systems.

##### (A) Battleships and Battle Cruisers :—

(i) *Main Armament* ... ... Disconnect and remove all Evershed receivers, operating gear, open-faced and special indicators, at all turrets, except "X" turret (*i.e.*, controlling turret).

(ii) *Secondary Armament* ... (a) Fit an additional Evershed transmitter on each side of the compass platform (except in the case of "Hood," where the separate transmitters are already available) and cross-connect these transmitters to the gyro bearing indicator. The transmitters to be connected to the selector switches, thereby enabling them to control the transmitters in the other control positions and receivers at the secondary armament directors through these switches. The receiver at the H.A.C.S.I. director and the secondary armament transmitters in the spotting top to be arranged for local control direct from the bridge transmitters.

(b) The Evershed receivers, operating gear, and open faced indicators are to be disconnected and removed from the secondary armament guns (as in the "Iron Duke" Class).

The star shell Evershed transmitters on each side of the Compass Platform mentioned in the original instructions, will therefore be used for controlling the H.A. guns only for star shell firing.

(iii) *Secondary Armament* ... Disconnect and remove the Evershed receivers, operating gear and open-faced indicators from the 6 in. guns. The initial star shell salvo from these guns to be spread from the director.

(iv) *Grouping Transmitters, etc., on Bridge.* The Standard method of mechanical connections and electrical grouping shown in E.F.O. 93/31 is to be worked to in future.

- (B) Cruisers (except "Hawkins" Class).  
 "Emerald," "Enterprise," "Despatch," and "Diomedé."  
 "Danae," "Dauntless," "Dragon," "Delhi," "Durban," "Dunedin," and "Carlisle" Class.  
 "Concord," "Caledon," "Ceres" Classes.
- No alterations are to be made in the existing systems.
- Disconnect and remove the Evershed receivers operating gear, and open faced indicators from 6 in. guns, except the receiver, etc., on the No. 5 directing gun in the "D" Class and on the No. 4 gun in the "Carlisle" Class.
- Disconnect and remove the Evershed receivers, operating gear, and open faced indicators, from Nos. 1, 2 and 5 6-in. gun, leaving the receivers, etc., on Nos. 3 and 4 guns, the latter being the directing gun.
- (C) Cruisers ("Hawkins" class) ... Disconnect and remove the Evershed receivers, operating gear and open-faced indicators from the 7.5 in. guns, except those at the directing gun.

## II.—Telephone and Buzzer Communications for High Angle Gun and Star Shell Control.

- "Royal Sovereign," "Queen Elizabeth" and "Repulse" classes, "Hood" and "Tiger."
- (a) To fit an additional telephone in the high angle calculation position and alter the connections in the calculating and H.A. control position, as shown in the key diagram (E.F.O. 162/29), so that sided communications are provided to the H.A. guns of the respective sides.
- (b) To dispense with the additional telephone and buzzer at present fitted to Nos. 1, 2 and 6 secondary armament guns each side, for communication with the bridge, as these guns are no longer required for subsequent illumination now that two H.A. guns are available each side for this purpose. The existing telephone and fire gong communication to be used if an initial star shell salvo is fired.
2. The work of removal of the Evershed gear mentioned at I (A), (i), (iii), (B) and (C) in ships in full commission, is to be carried out by the ships' staffs as opportunity occurs. The work of removal of this gear from other ships affected is to be carried out by the Dockyards, where the ships are taken in hand for refits.
  3. The whole of the apparatus removed is to be returned to the Dockyards and brought to produce by the Yard concerned, the platinum contacts in the receivers to be first removed and accounted for separately.
  4. Where instruments are removed by the ships' staffs, leaving bare ends of lead-cased main run cables, these ends should be carefully taped up and insulated, so that such main run cable may be subsequently used for other services if required.
  5. Where the instruments are removed by the ships' staffs, the cable into the selector switches and junction boxes in the transmitting station is to remain in place; but in order to avoid the possibility of the wiring being inadvertently connected to the transmission, the cores should be disconnected in the selector switches and cut short.
  6. In the case of ships in hand at the Dockyards, and ships taken in hand before the instruments, referred to in paragraph 2 above, are removed, the work of removal is to be carried out by the respective Yards.
  7. Where ships are being rewired (*i.e.*, undergoing large repair), the whole of the wiring and junction boxes are to be removed, as well as the liberated instruments.

8. The alterations mentioned at I (A) (ii) (a) and (b) are to be carried out by the Dockyards when the ships are taken in hand for installing the H.A.C.S.I., provided that the altered junction boxes and change-over switches are available. Diagrams showing the alterations to be made in the Evershed secondary armament system to embody these modifications, together with instructions and information regarding the supply of the additional and altered gear, will be circulated in due course to the ship and Yards concerned.

8a. Ships in which the arrangements at I (A) (iv) is not fitted are to enter an item to this effect in the next list of alterations and additions.

9. The work of fitting the additional telephones and making the alterations to the local wiring and junction boxes in the high angle control and calculating positions, and the removal of the telephones and buzzers from the 6 in. guns, as mentioned at II (a) and (b), is to be carried out by the ships' staffs. Spare wiring is available in the main run cable between the high angle control and calculating positions for the altered communication. The additional telephone required for II (a) is to be obtained from those liberated by II (b). The remaining liberated telephones and buzzers are to be returned to the Dockyards.

10. The alterations to the telephone communications mentioned at II (a) are embodied in the diagrams, which are being circulated separately for guidance in fitting the H.A.C.S.I. in H.M. Ships of the "Queen Elizabeth" and "Royal Sovereign" classes, and will be embodied in the diagrams, which will be prepared for guidance in fitting the H.A.C.S.I. in H.M. Ships "Repulse," "Renown" and "Tiger." The alterations necessary in H.M.S. "Hood" are embodied in the revised diagrams, secondary armament and H.A.C.S.I., in course of preparation for this ship.

11. Separate instructions will be issued regarding the alteration to be made in the existing H.A.C.S.I. wiring in H.M. Ships "Malaya" and "Revenge," in order to embody the modifications mentioned in II (a).

12. An item for carrying out the work mentioned at I (A) (ii) of paragraph 1 above is to be included in the next list of alterations submitted by the ships concerned.

(A.F.O. 2736/33.)

## 1930

### 219.—Focusscopes, Mark III, Pattern Nos. 9818 and 9819, and Mirror Attachment, Pattern No. 9815

(T. 4803/29.—24.1.1930.)

Approval has been given for the adoption of Mark III focusscopes, Pattern No. 9818, for 36 in. projectors and Pattern No. 9819 24 in. projectors, destroyer type, for 24 in. signalling projectors, and for fitting this type of focuscope in lieu of Marks I and II as soon as the existing stock of these marks are exhausted. Ships fitted with Mark II focusscopes, which are damaged beyond economical repair, and ships where the Mark II focusscopes are missing, are to demand Mark III focusscopes.

The Mark III and IV projectors in new construction will all be fitted with Mark III focusscopes, Pattern 9818.

*Description:—*

The focuscope (*see* sketch E.F.O. 172/29 (1)) consists of a brass body A, recessed to take two pieces of glass B and C. On the coned part of the body A is silver soldered a conical tube D, at the end of which is silver soldered a cap E. Dove-tailed into the cap E is an adjustable pin-hole plate F. The glass B is a piece of green glass, Pattern No. 102, similar to that used in the hand-shades, Pattern 591.

*Note.*—Coloured glass, Pattern No. 102, is being used as a temporary measure only, pending the result of trials with a new type of glass. When the correct colour and density of the new glass has been decided, it will be issued to ships fitted with Mark III focusscopes, the necessary alterations being made by ships' staffs.

Glass C is a piece of ground glass, the ground surface being marked with a horizontal and vertical centre line for Pattern No. 9818, and with one horizontal and two vertical lines for Pattern No. 9819, the two vertical lines being marked F and D.

The ground surface with the markings should be nearest to the pin-hole.

A mirror attachment, Pattern No. 9815 (*see* sketch E.F.O. 172/29 (4)), is provided for fitting to the focuscope when it is fitted in such a position that the operator cannot obtain a direct view of the markings on the ground glass.

*Fitting:—*

- (a) *Pattern No. 9818 for all 36 in. projectors.* The position of the focuscope relative to the focal axis of the barrel should be decided by the ships' officers. If it is decided that the fitting should be above the trunnion bars it will be found necessary to fit a mirror attachment, Pattern No. 9815. If the focuscope is fitted below the trunnion bars, it must be accepted that there will be a certain amount of screening at extreme angles of elevation. It should be noted that where a Mark V or VI lamp is in use the best position for the focuscope is above the trunnion bars, to avoid the obstruction caused by the arc striking carbons. The position having been selected, mark off, as shown on E.F.O. 172/29 (3). Place the pad G in position, mark off for the fixing screws, drill the barrel and secure the pad in position. Secure the focuscope to the pad by the screws H.
- (b) *Pattern No. 9819 for 24 in. projectors, destroyer type, 24 in. signalling projectors.* Remove the existing focusfinder. Enlarge the lens hole to the dimensions shown on E.F.O. 172/29 (2), and proceed as described for 36 in. projectors. The focuscope must be fitted in the position indicated on all 24 in. projectors in order to clear the obstruction caused by the arc beater of the motor-fed lamps.

*Adjustments:—*

- (i) *Pattern No. 9818 for 36 in. projectors, destroyer type.* Set the positive crater by measurement at the correct focal length from the mirror. Ease up the screws H and slide the focuscope in the required direction to bring the image of the crater or end of positive carbon on the centre line.
- (ii) *Pattern No. 9819 for 24 in. projectors, destroyer type, and signalling projectors.* The vertical lines marked F and D on the ground glass indicate "Focus" and "Dispersion" respectively. Set the positive crater by measurement at the correct focal length from the mirror. Ease up the screws H and slide the focuscope in the required direction to bring the image of the crater on to the line marked F. Set up the screws H. The focuscope is now in the correct position for the mirror as fitted. When it is required to disperse the beam for signalling purposes, move the lamp by means of the focussing screw until the crater is on the line marked D. The beam will then be dispersed approximately 6 degrees.
- (iii) Vertical adjustment to bring the positive carbon approximately on to the horizontal line may be obtained by easing up the screw J and sliding the pin-hole plate up or down, as required, setting up the screw J when the adjustment is completed. Whenever the mirror or searchlight lamp is changed the focuscope adjustments should be checked before burning.

## 221.—Gangway Planks in Submarines—Testing—REPORT

(S. 12851/29.—24.1.1930.)

It has been approved to supply gangway planks to submarines of "Odin," "Parthian," "Rainbow," and later classes.

2. On each occasion of docking a submarine so fitted, the gangway plank is to be tested with a dead load of 1,000 lb. at the middle of length, the plank being supported at each end.

3. If the result of this test in any particular case is unsatisfactory, a report is to be forwarded to the Admiralty stating what action is proposed to put the plank in a serviceable condition.

345. } Issued Confidentially.  
354. }

### 366.—Spare Propellers

*Battleships, Battle Cruisers, Cruisers, and Aircraft Carriers.*

(D. 1320/30.—7.2.1930.)

The following statement, showing the interchangeability of spare propellers is promulgated for information.

2. The vessels are arranged in groups, and, where more than one vessel is shown in a group, the propellers of these are interchangeable. Spare propellers on charge for individual vessels are regarded as available for others for which they are suitable, if required.

3. Interchangeability between groups of vessels having propeller shaft cones of the same dimensions, but with propellers of different pitch, etc., is also shown.

4. Spare propellers are distributed between home and foreign yards in order to meet probable requirements without delay; where any doubt exists as to the availability of suitable propellers, application should be made to the Admiralty.

Group.	Vessels.	Remarks.
1	"Centurion" ... ..	Interchangeable with Groups 2 and 5.
2	"Benbow," "Emperor of India," "Iron Duke," "Marlborough."	Interchangeable with Groups 1 and 5.
3	"Queen Elizabeth," "Malaya," "War-spite."	Interchangeable with Group 4.
4	"Barham," "Valiant" ... ..	Interchangeable with Group 3.
5	"Ramillies," "Resolution," "Revenge," "Royal Oak," "Royal Sovereign."	Interchangeable with Groups 1 and 2.
6	"Nelson," "Rodney" ... ..	—
7	"Tiger" ... ..	—
8	"Renown," "Repulse" ... ..	—
9	"Hood" ... ..	—
10	"Dartmouth" ... ..	—
11	"Birmingham," "Lowestoft" ... ..	—
12	"Effingham," "Frobisher" ... ..	Interchangeable with Group 13.
13	"Hawkins," "Vindictive" ... ..	Interchangeable with Group 12.
14	"Berwick," "Cornwall," "Cumberland," "Kent," "Suffolk."	Interchangeable with Groups 15 and 16.
15	"Devonshire," "Dorsetshire," "London," "Norfolk," "Shropshire," "Sussex."	Interchangeable with Groups 14 and 16.
16	"Exeter," "York" ... ..	Interchangeable with Groups 14 and 15.
17	"Cambrian," "Canterbury," "Carysfort," "Castor," "Centaur," "Cleopatra," "Comus," "Concord," "Constance."	—
18	"Calliope" ... ..	—
19	"Champion" ... ..	Interchangeable with Group 20.
20	"Cairo," "Calcutta," "Caledon," "Calypso," "Capetown," "Caradoc," "Cardiff," "Carlisle," "Ceres," "Colombo," "Coventry," "Curacoa," "Curlew."	Interchangeable with Group 19.
21	"Danae," "Dauntless," "Delhi," "Despatch," "Diomedes," "Dragon," "Dunedin," "Durban."	—
22	"Emerald," "Enterprise" ... ..	—
23	"Adventure" ... ..	—
24	"Courageous," "Furious" ... ..	Interchangeable with Group 25.
25	"Glorious" ... ..	Interchangeable with Group 24.
26	"Eagle" ... ..	—
27	"Hermes" ... ..	—
28	"Argus" ... ..	—
29	"Ark Royal" ... ..	—



5. Any available spare propellers originally provided for turbine-driven battleships earlier than those mentioned hereon, have cones of the same dimensions as those of vessels in Groups 1, 2, and 5.

6. Spare propellers of "Arethusa" and "Caroline" classes are suitable for vessels in Group 17, and those ex-earlier Town class cruisers ("Falmouth," etc.) for "Dartmouth."

7. Instructions as to disposal of propellers surplus to requirements will be issued by the Admiralty.

466. }  
531. } *Issued Confidentially.*

### 642.—Gun Mountings, 4 in., H.A. III—Modification to Voicepipe Bracket

(G. 316/30.—7.3.1930.)

In connection with the fitting of director operating gear to 4 in., H.A., III, gun mountings, it has been reported that a modification in the position of the voicepipe bracket is necessary in order that the flexible voicepipe to the sightsetter will clear the driving shaft to the director elevation receiver.

2. The position of the voicepipe bracket varies on different 4 in., H.A., III, gun mountings, and alteration will not be required in all cases. Where modification is necessary, the arrangement shown on diagram E.F.O. 23/30 is to be worked to. This modification involves the drilling of fresh securing holes for the voicepipe bracket, but no alteration to the voicepipes, fixed or flexible, is necessary.

3. The work is to be carried out by ships' staffs.

650.—*Issued Confidentially.*

### 945.—Projectiles, Practice, Target Ship

(G. 1405/30.—4.4.1930.)

Target ship practice projectiles, whether fitted with steel or cast iron heads, are not to be fired if they have been subjected to rough usage or if any attempt has been made to eject them from a gun.

2. If guns remain loaded at the end of a practice, therefore, either:—

(a) The gun must be cleared with a half or quarter charge, no attempt being made to eject the projectile; or

(b) If the ejector is used, its use must be continued until the projectile is forced back, even if this does entail breaking up the projectile.

### 948.—Electric Cables, Tough Rubber Sheathed—Use of Canvas Embedded Types in Oily Situations

(T. 709/30.—4.4.1930.)

Experience has indicated that cables having canvas embedded in their tough rubber sheathings are more suitable for situations where oil is present than the former patterns of tough rubber sheathed cables which are not reinforced by canvas.

2. Trials are at present in progress on tough rubber sheathed cables having a covering of oil-proof tape and a final braiding of fire resisting material, which it is anticipated will prove more resistant to the action of oil.

3. Pending the result of these trials, cables of series 9621-46 or later patterns are to be used, providing stocks are available, when replacing cables that have been damaged by oil. The former patterns are to be used until stocks are exhausted, in positions such as transmitting stations, etc., where there is no danger of oil attacking the cables.

**1013.—Guns—4 in. Q.F., Mark V, on H.A., Marks III and IV Mountings—Modification to give sufficient Clearance when hooking on Firing Lanyard**

(G. 0163/30.—11.4.1930.)

In order to allow of sufficient clearance when hooking the firing lanyard to the firing lever on the 4 in. Q.F., Mark V guns on H.A. IV mountings, the position of the guard plate over firing gear should be modified as indicated in E.F.O. 49/30 (Portsmouth Yard drawing No. G.549).

2. This modification is also typical for 4 in. H.A., Mark V guns on H.A. III mountings, if it is found that the present clearance is insufficient. In these mountings it should be noted that balance weights are fitted in place of the distance pieces shown on E.F.O. 49/30 (Portsmouth Yard drawing No. G.549).

3. The modifications should be carried out by ships' staffs at the earliest opportunity.

4. *Dockyards only.*—The modification should, in future, be embodied in the mountings before issue.

**1026.—Main Machinery Workshop**

*H.M. Cruisers "Kent" and later classes.*

(D. 14020/29.—11.4.1930.)

It has been decided that, in H.M. cruisers of the "Kent" and later classes, the principle is to be maintained, that all machines for common use should, so far as practicable, be in one main machinery workshop, the machines therein to be under the charge of the Engineer Officer of the ship.

**1077.—Ammunition, 2 pdr., with Shell, H.E. and Tracer—Supply of Cartridges of different Cordite Lot Numbers in the same Package**

(A.S. 5287/29.—17.4.1930.)

It may be necessary to issue Q.F., 2 pdr., H.E. and tracer shell ammunition in the same package with the tracer shell cartridges made up from a different cordite lot number from the lot number in the H.E. shell cartridges. Should this be necessary, the cordite lot numbers will be clearly indicated on the package.

**1292.—Issued Confidentially.**

**1366.—Leathers for Machinery Purposes—Local Purchase Procedure**

(C.P. 14693/29.—16.5.1930.)

Leathers for special and important machinery purposes, should, as a general rule, be purchased from the makers of the plant concerned (within the prescribed limits for local purchase orders) in view of the particular treatment which such firms have evolved as the result of experience.

2. When new requirements of leathers, for minor machinery purposes, arise, for which no specification has been previously prepared, and which it is practicable to obtain by competition, the yard or establishment concerned is to submit to the Admiralty a specification for approval before inviting tenders.

3. A separate specification, which should conform generally to the provisions of Schedule 451, should be submitted for each new type of leather involved. At the same time, it should also be stated whether it is recommended that the item be added to the rate book and standing contract.

4. The previous instructions as regards the local manufacture of special leathers for telemotor systems and CO<sub>2</sub> plant were only promulgated in order to enable emergencies to be met by the manufacture of improvised leathers. The method of manufacture is re-stated for general information.

"The method of manufacture is generally as follows:—

"Leather used is from butt or tail end of hide. Shoulder end is never used for this purpose. The flesh side of leather is on the working side of leather. Discs of suitable size are cut, due allowance being made in thickness for turning and finishing off. Discs are soaked in tepid water and pressed wet and left in press until dry. After leathers are dried, they are taken out of press, soaked in waterproofing mixture at 80°–90° F., until thoroughly impregnated, then put back into press and left till set. On removal from this last setting, leathers are carefully turned and finished on the working side, in a lathe, to the correct diameter and thickness."

5. The local manufacture of special leather is to be regarded as exceptional, and the instructions contained in paragraphs 1 and 2 are to be followed whenever possible.

### 1442.—*Issued Confidentially.*

### 1502.—Guns—Transfer between Services—REPORT

(A. S. 2699/30.—6.6.1930.)

Instances have occurred in which machine guns and other small guns have been transferred from one vessel to another, or to other services, without any report being rendered to Admiralty.

2. Should occasion or necessity arise for this to be done, a report is to be rendered to the Admiralty through the Administrative Authority giving particulars of the nature of guns and service to which transferred.

### 1977.—Minesweeping Winch Reserve—REPORTS

(T. 2586/30.—1.8.1930.)

The allocation of the winches for the Minesweeping Winch Reserve is as follows:—

Chatham	...	...	...	15	Bermuda	...	...	...	6
Sheerness	...	...	...	14	Hong Kong	...	...	...	12
Portsmouth	...	...	...	8	Malta	...	...	...	12
Devonport	...	...	...	15	Simonstown	...	..	...	6
Gibraltar	...	...	...	12					

2. The necessary arrangements are to be made for the preservation of the winches held in reserve.

3. Reports are to be forwarded annually through the Administrative Authority and should embody the following information:—

- (a) Number of winches at present in reserve and condition of same.
- (b) Capacity of winches (fathoms of 2½ in. wire per barrel).
- (c) Spare gear available for above.
- (d) Number and diameter of cylinders.
- (e) Stroke.
- (f) Working pressure.
- (g) Whether winches are single or double purchase.
- (h) Maker's name and number.
- (i) Whether the winch is fitted with leading on gear for the sweep wires, and if so whether the gear is fitted to each barrel independently.

4. All minesweeping winches of 750 fathoms or above capacity of 2½ in. wire on each barrel are to be removed from vessels before disposal or sale, until the full reserves referred to above are secured. Any spare gear which may be available on board should be removed and placed with the winch.

5. The Admiralty is to be informed on each occasion of the removal of a winch, giving the particulars enumerated in paragraph 3 (b) to (i) inclusive, instructions will then be issued in regard to its despatch to a yard which has not yet completed its winch reserve.

### 2272.—*Issued Confidentially.*

#### 2336.—**Gun Mountings, 4·7 in., C.P., Mark XIV**

*“Codrington” and “Acasta” Class and Dockyards concerned.*

(G. 2664/30.—29.8.1930.)

In order to prevent the possibility of the retarding rams of the 4·7 in., C.P., Mark XIV mountings seizing in the recoil cylinders, a portion of the screw threads of the rams should be undercut as shown on E.F.O. 140/30, and the remaining threads well polished.

2. The four tapped holes (for securing the oil tank) which penetrate the recoil cylinder should be countersunk on the inside, and the diameters of the recesses to ·75 in. The diameters of the four corresponding holes in oil tank lugs should also be increased to ·75 in., and new bolts fitted to suit. The threads in the cylinder should be well polished. These modifications are also indicated on E.F.O. 140/30. No modification is required to the remaining two tapped holes and bolts securing oil tank.

3. This work should be treated as a defect and should be carried out at the first available opportunity:—

- (a) By Malta Yard in the case of the “Codrington” and “Acasta” Class destroyers;
- (b) By the dockyards concerned in the case of the reserve mountings at present in store.

#### 2467.—**Hydraulic Release Gear for Depth Charges—Charge**

(T. 2549/30.—12.9.1930.)

Hydraulic release gear for depth charge equipment will in future be chargeable to Vote 8, Section III, Subhead G. The necessary adjustments should be made.

2. The new lever type hydraulic release will be fitted in the 1929 new programme cruiser, leader and destroyers, and in subsequent vessels of these classes, and this will be an Admiralty supply.

3. The Newitt type of hydraulic release, of which there is a large number still available in the dockyards, will be fitted to sloops, minesweepers, trawlers, etc., of new construction, and existing vessels, if and when brought forward for service.

4. The spare gear for hydraulic release gear, at present shown on pages 311, 708 and 709 of the Rate Book of Naval Stores, should also be dealt with under Vote 8/III, Subhead G.

5. The necessary amendments to the Rate Book will be issued in due course. The items should be deleted from all copies of the Establishment of Naval Stores for Gunnery and Torpedo Purposes (1921), pages 154/5 and 190/1. The Establishment of Naval Stores for Flotilla Leaders and Destroyers will be amended by errata in due course.

#### 2472.—**Alternative Messing Space**

*“Bridgewater” and “Sandwich” and later Sloops.*

(S. 8429/30.—12.9.1930.)

There appears to be some misunderstanding with regard to that portion of the upper deck in new sloops which is shown in ship's drawings as an alternative messing space. These alternative arrangements are not intended for use in very hot weather, but are provided in the event of it being necessary to move the ship's company from the forward mess decks and abaft the bridge during minesweeping operations.

**2611.—Two-Speed Destroyer Sweep—Armament Stores**

(T. 3039/30.—3.10.1930.)

The following lists showing the armament stores for the two-speed destroyer sweep (T.S.D.S.) are promulgated for information :—

**TWO-SPEED DESTROYER SWEEP.****DESTROYERS.**

List of Paravane Stores to be supplied to vessels fitted with T.S.D.S.

\* Stamp numbers when allocated will replace Drawing numbers.

Stamp No.	Description.	Denom. of Quantity.	Carried.	Remarks.	Outfit Paravanes kept on shore.
	Paravanes S. Mark I ...	No.	2 1 Pt. 1 Std.	Fitted with Shackle Items 8-11 Drg. M.S. 1540/1.*	4 2 Pt. 2 Std.
	or				
	Paravanes S. Mark I*...	No.	2 1 Pt. 1 Std.	Paravanes S. Mark I* will replace Paravanes S. Mark I when stocks are exhausted.	4 2 Pt. 2 Std.
	Paravanes D. Mark I...	No.	2	Fitted with Shackle Items 41-44 Drg. M.S. 1532/1.*	1
	Chests, complete, Spare parts S. Mark I.	No.	1		
	Chests, complete, Tools, S. Mark I.	No.	1		
	Tins, St. No. 3587, complete with Diaphragms I.R., Stamp No. 3135 (3 No.).	No.	4		
	Cylinders, tin, complete I.R., etc., gear, S. Mark I.	No.	1		
	Mercury ... ..	Lb.	5		
3200	Jars, stoneware, wickered.	No.	1	D.Y. Patt. No. 1378 for mercury, 5 lb.	
3333	Pumps, air, complete Shackles, tow anchor- age, Items 8-11, Drg. M.S. 1540/1.*	No. No.	1 2	Spare in addition to component shackles which are charged separately.	

## DEPÔT SHIPS.

List of Paravane Stores to be carried by Depôt Ship for attached Destroyers fitted with T.S.D.S. (for every eight or part of eight vessels attached).

\* To be carried in peace time.

† Stamp numbers when allocated will replace Drawing numbers.

Stamp No.	Description.	Denom. of Quantity.	Carried.	Remarks.
	Paravanes S. Mark I or Paravanes S. Mark I*.	No.	16 8 Pt. 8 Std. (2*)	Fitted with shackle, Item 8-11, Drawing M.S. 1540/1.† Paravanes S. Mark I* will replace Paravanes S. Mark I when stocks are exhausted.
	Chests, complete, spare parts, S. Mark I.	No.	1	
	Chests, complete, tool, S. Mark I.	No.	2 (1*)	
	Tins, St. No. 3587, complete with diaphragms, I.R., Stamp No. 3135 (3 No.).	No.	6 (4*)	
	Cylinders, tin, complete, I.R., etc., gear, S. Mark I.	No.	7 (2*)	
	Mercury ... ..	Lb.	75	
3078	Bottle, mercury ...	No.	1	
	Shackle, tow anchorage, Items 8-11, Drg. M.S. 1540/1.†	No.	6 (2*)	Spare in addition to component shackles, which are charged separately.
3333	Pumps, air, complete...	No.	2	.

*Note.*—In view of the lack of space only 16 paravanes will be carried on board depôt ships during war time irrespective of the number of flotillas fitted with T.S.D.S. attached, the balance of the paravanes to the full war allowance of the attached flotillas being carried in the armament supply ship.

### 2682.—*Issued Confidentially.*

### 2809.—Fittings forming a part of the Pressure Hull— Periodical Test

*H.M. Submarines.*

(D. 7239/30.—24.10.1930.)

All steel valves, pipes, or other fittings which, being always subject to the diving pressure, virtually form a part of the pressure hull of a submarine, should, except as stated below, be periodically removed for examination and tested to the full diving pressure for which the hull is designed, and re-galvanised if necessary, before replacement.

2. All non-ferrous metal valves, pipes and fittings are to be examined internally and externally where possible and, if considered necessary by the dockyard officers, should then be tested to the original test pressure either in place, if practicable, or after removal.

3. Where steel valves, pipes, and fittings subject to the full diving pressure are normally inaccessible, opportunity is to be taken during the refits to substitute non-ferrous fittings of sufficient strength to withstand the diving pressure.

4. This examination and test should be carried out by the dockyard in all submarines on the next occasion of refitting (with the exception of those vessels in which the tests have been carried out since the issue of A.F.O. 161/30) and thereafter at intervals not exceeding three years and six months.

5. In the case of new construction this examination and test should be carried out at the second refit after the date of completion.

6. Exceptions to the foregoing instructions may be made in the case of shaft tubes, asdic recesses and S/T and hydrophone castings, where examination should suffice, a test being carried out only if considered necessary as a result of the examination. In the case of shaft tubes, however, opportunity should be taken when a shaft is withdrawn for other purposes to test the tube to the approved pressure and, if no opportunity has occurred at an earlier stage, this test should be applied before the expiration of a period of seven years following the first commissioning of the vessel.

7. The test pressures to be applied are those corresponding to a depth of 150 ft. in the case of H.M. Submarines of "H," "L," "L.50," "M," "R" (old), and "K.26" classes, and to a depth of 500 ft. in H.M. Submarines of "X.1," "Oberon," "Odin," "Parthian" and "Rainbow" classes.

## 2854.—W/T—20-volt Emergency Lighting—Supply to W/T and Signalling Offices

*Heavy Ships, Aircraft Carriers and Cruisers.*

(S.D. 581/30.—31.10.1930.)

Consideration has been given to the requirements of emergency lighting for W/T and signalling offices from the 20-volt mains in heavy ships, aircraft carriers, and cruisers. Revision of the present emergency lighting requirements has become necessary, due to the general supersession of bright emitter valves and consequent loss of that source of light in emergency.

2. The following table gives the number of 20-volt lights considered necessary for the adequate lighting of the various types of offices under emergency conditions.

<i>Office.</i>	<i>Emergency lighting, 20 volts.</i>
Central receiving room ...	1 light in each bay and 1 light for general lighting.
Main W/T office ...	1 light for general lighting, 1 light for emergency transmitter; 1 plug fitting with flexible lead in most convenient position.
Coding office ...	2 lights over each table (coder's and operator's).
Remote control office ...	2 lights over each table (coder's and operator's).
Signal distributing office...	2 lights over the logging table.
2nd office, Type 37 ...	1 light in receiving bay, 1 light in lobby, 1 light behind panels; 1 plug fitting with flexible lead in most convenient position.
Auxiliary office ...	1 light in each cabinet, 1 plug fitting in lobby, 1 light in lobby.
Main office with cabinets...	2 lights in double cabinet, 1 light in single cabinet, 1 light in office; 1 plug fitting with flexible lead in most convenient position.
Separate office ...	1 light in cabinet or receiving bay, 1 light in office; 1 plug fitting in most convenient position.

3. Approval has been given for the following ships to be fitted with the revised emergency lighting described in paragraph 2 :—

<i>Battleships and Battle Cruisers.</i>	<i>Aircraft Carriers.</i>	<i>Cruisers.</i>
"Nelson."	"Courageous."	"York."
"Rodney."	"Glorious."	"Norfolk" and class.
"Queen Elizabeth" and class.	"Eagle."	"London" and class.
"Royal Sovereign" and class.	"Furious."	"Kent" and class.
"Hood."	"Hermes."	"Emerald."
"Renown."		"Enterprise."
"Repulse."		

4. Each of the ships included in paragraph 3, if not already fitted with the approved number of lights, should forward an Alterations and Additions item for this work to be done, quoting this Order as authority.

5. Ships undergoing large repairs in 1930, 1931 or 1932, are to be fitted with the revised emergency lighting arrangements during this period.

6. Although the above equipment will meet ordinary conditions, there may be cases where, due to the abnormal shape of an office or other circumstances, the provision of more lighting is necessary, or when less may suffice. In such cases the requirements should be settled by dockyards concerned, in conjunction with the ship's officers.

7. In certain cases these emergency lighting requirements have already been embodied in the latest fitting-out specifications and establishments; the remainder will be amended in due course.

### **2985.—Submarine Main Motors fitted with Water-cooled Air Coolers**

(S. 3439/30.—14.11.1930.)

In order to avoid the possibility of an excessive pressure being generated in the coolers, due to restricted expansion of the water contained therein, the air relief cocks on coolers are to be opened whenever the inlet and discharge valves are closed. In those cases where not already provided, drain pipes leading to the bilge are to be fitted to the air relief cocks.

2. Provided the above instruction is complied with, main motors may be run at full load, if necessary, for short periods in emergency without cooling water.

3. Should the main motors be required to operate without cooling water for more than 10 minutes or with the cooling fans stopped for a similar period, one or more cover plates over each commutator and between forward and after machines must be removed to allow circulation of air.

4. Operation at full load without cooling water or with cooling fans stopped is to be limited to a period of 30 minutes.

5. The period over which machines may be operated at intermediate loads under the emergency conditions referred to, should be ascertained under sea-going conditions as opportunity occurs and as directed in the operating instructions.

6. Owing to the extreme importance of avoiding water leakage in the air coolers of submarine main motors and, if similarly fitted, the coolers of auxiliary motors and generators, all water-cooled air coolers are to be removed, examined and tested to the full test pressure at intervals not exceeding two years.

### **3090.—Gun Sighting Telescopes**

(G. 5832/30.—28.11.1930.)

A certain number of gun sighting telescopes, "Y" type, is in existence in which the lampholder is not of sufficient depth to accommodate the electric bulb when this has been manufactured to the maximum tolerance permissible.

2. Care should therefore be taken to ascertain whether there is sufficient room for any particular lamp and if necessary, a washer should be fitted to ensure that the lamp is clear of the bottom of the holder when the union nut is screwed up.

**3223.—***Issued Confidentially.*



### 3258.—Gun Mountings—7.5 in. C.P. V—Modifications to Recoil Arrangements

*“Hawkins” Class.*

(G. 5559/30.—19.12.1930.)

As a result of trials carried out in “Vindictive” to overcome the difficulties experienced due to excessive recoil, the following alterations have been approved :—

- (a) Fitting of new valve keys of a modified design.
- (b) The fitting of an additional ring in the recoil piston as shown on drawing (Gun Room 5116).
- (c) Increasing clearance between recoil rod and gun lug as indicated on drawing (Gun Room 5164).

2. The following action is to be taken :—

“Vindictive” and “Frobisher.”—Alterations to be considered if ships are brought forward from reserve for service with the Fleet.

“Hawkins.”—Alterations referred to in paragraph 1 (b) and (c) have already been carried out, and new keys are to be fitted by ship’s staff.

“Effingham.”—An item is to be included in next list of alterations and additions for work to be carried out at first opportunity.

3. The new valve keys are available at Portsmouth, and are to be demanded as required.

4. *Portsmouth Yard.*—The recoil keys referred to are those ordered on Admiralty Letter C.P.824/30, and are to be allocated as follows :—

						<i>Component Mountings.</i>	<i>Spare. per Ship.</i>
“Hawkins”	...	...	...	...	...	14	1
“Frobisher”	...	...	...	...	...	14	1
“Effingham”	...	...	...	...	...	14	1
“Vindictive”	...	...	...	...	...	10	1
Reserve mountings	...	...	...	...	...	6	—

The reserve mountings are not to be modified until they are brought forward for service.

### 3259.—Magazines—Spraying Arrangements—REPORT

*Ships concerned and Dockyards.*

(G. 7211/30.—19.12.1930.)

Consequent on reports received from certain ships on the inefficiency of spraying arrangements, due to corrosion in pipes and accumulation of mud, sand and marine growth, the efficiency of the magazine spraying arrangements in ships has been under investigation, and special trials have been carried out in selected vessels under normal, but rather unfavourable, conditions.

2. The results of these trials, although they were generally satisfactory and reassuring, have revealed certain weaknesses; chiefly, that an unduly high proportion of the holes in spraying pipes and roses were choked.

3. This choking was due, to some extent, to the presence of foreign matter, such as mud or mussel shells, in the pipes; to some extent to corrosion; and to some extent to the external application of paint.

4. In at least some of these instances, the fact that the holes were blocked was easily visible from the outside, and the attention of Commanding Officers is called to the importance of satisfying themselves that, as far as can be seen by external examination and periodical routine inspections, the holes are kept clear.

5. The following steps are being taken to keep down the effects of corrosion, and to prevent the ingress of foreign matter:—

*New Construction.*

- (a) The connection from the fire main should be led off at an angle slightly above the horizontal, and from the upper part of the main.
- (b) The piping from the spraying valve to the end of the system should be of non-corrosive material.
- (c) A mud box should be included in the system, and should be as near the magazine as possible.
- (d) The spray valve should be outside the magazine and operated by gearing from within.
- (e) A separate pipe, with a valve and hose connection, both inside the magazine, should be led in from a point between the mud box and the spray valve.

6. Battleships (*ex* "Iron Duke" class), battle cruisers, aircraft carriers (*ex* "Argus"), and cruisers of "Emerald," "Kent," and later classes, will have the steel piping of the system inside the magazine replaced by non-corrosive piping at the first convenient opportunity. An item for the work is to be included in the next lists of alterations and additions, and decisions whether or not the work is to be taken in hand will be given according to circumstances.

7. The work will be carried out during the present refit of "Resolution," and in "Eagle," "Revenge," and "Royal Sovereign" when the vessels are next in hand for refit at home dockyards.

8. The piping in "Iron Duke" and the older cruisers is to be galvanised when they are next taken in hand for large repairs, if this treatment has not already been carried out.

9. A new type of rose, which will be easily detachable for internal cleaning, has been designed. The whole of the roses required will be manufactured at Portsmouth Dockyard, and are to be fitted by the dockyards concerned when the ships are next in hand. No action is, however, to be taken for "Tiger" or ships in reserve until brought forward for service.

10. The total requirements of roses as reported by the Commanding Officers of the vessels concerned are as follows:—

<i>Ship.</i>	<i>Number of Roses.</i>	<i>Ship.</i>	<i>Number of Roses.</i>
"Barham" ... ..	190	"Furious" ... ..	163
"Berwick" ... ..	91	"Hawkins" ... ..	99
"Cairo" ... ..	50	"Hermes" ... ..	137
"Caledon" ... ..	58	"Kent" ... ..	81
"Calypso" ... ..	48	"London" ... ..	81
"Cardiff" ... ..	38	"Lucia" ... ..	52
"Centaur" ... ..	40	"Malaya" ... ..	190
"Champion" ... ..	34	"Medway" ... ..	135
"Concord" ... ..	3	"Nelson" ... ..	276
"Cornwall" ... ..	93	"Norfolk" ... ..	109
"Coventry" ... ..	40	"Queen Elizabeth" ... ..	202
"Cumberland" ... ..	93	"Ramillies" ... ..	235
"Curacoa" ... ..	53	"Renown" ... ..	169
"Curlew" ... ..	53	"Repulse" ... ..	157
"Danae" ... ..	61	"Resolution" ... ..	250
"Delhi" ... ..	77	"Revenge" ... ..	240
"Despatch" ... ..	58	"Rodney" ... ..	298
"Devonshire" ... ..	81	"Royal Oak" ... ..	192
"Dragon" ... ..	42	"Royal Sovereign" ... ..	220
"Dunedin" ... ..	62	"Sandhurst" ... ..	151
"Durban" ... ..	38	"Shropshire" ... ..	84
"Eagle" ... ..	112	"Suffolk" ... ..	88
"Effingham" ... ..	99	"Sussex" ... ..	81
"Emerald" ... ..	55	"Vindictive" ... ..	89
"Enterprise" ... ..	51	"Warspite" ... ..	206
"Erebus" ... ..	6	"York" ... ..	97
"Frobisher" ... ..	85		

11. Demands are to be forwarded to Portsmouth accordingly by the dockyards concerned at an early date, stating the numbers of roses necessary and the dates by which required, in order that they may be fitted when the vessels are next in hand for the requisite period. The appropriate length of the 1 in. pipe connection to the branch spraying pipe is also to be communicated to Portsmouth Dockyard.

12. Drawings of the approved design of rose will be circulated by Portsmouth Dockyard to the other dockyards concerned for information.

13. When not already done, Commanding Officers are to report as soon as possible, through the Administrative Authority, the number of roses required.

### **3309.—4 in. Q.F., V Guns on 4 in., H.A., III and IV Mountings, and on 4 in. C.P., II Mountings—Adjustment of Semi-automatic Mechanisms**

(G. 5091/30.—24.12.1930.)

The following procedure is to be adopted for the maintenance of the semi-automatic breech mechanisms of 4 in. Q.F., V guns on 4 in. H.A., III, IV, and 4 in. C.P. II mountings:—

- (a) The semi-automatic pawl should be correct to gauge as a unit.
- (b) The axis of the bolt actuating and the pawl fulcrum is to be in correct alignment, the distance between centre lines drawn parallel to the bore of the gun should be 1·8 in.
- (c) The profile of the cam in relation to the keyways of the bolt actuating should be correct to gauge.
- (d) The extractors should be correct to gauge as a pair.
- (e) The wear in the housing for the bolt actuating, in the spindle of the bolt actuating, or on the pivoting surfaces of the extractors, should not be excessive.
- (f) When conditions (a), (b), (c), (d) and (e) have been obtained, the unseating of the cartridge (primary extraction) should begin at a breech opening of 5·53 to 5·7 in. If the breech opening exceeds 5·7 in., the inclined slopes on the breech block for actuating the extractors in primary extraction are to be repaired and adjusted separately, so that the extractors come into action simultaneously on the lip of the cartridge when the breech has opened 5·53 in. It is also necessary that the inclined slopes should be smooth and of the correct incline.

2. The necessary jigs, gauges and drawings have been issued to the yards concerned, and all ships in which the semi-automatic mechanisms of 4 in. Q.F., V guns on 4 in. H.A., III, IV, or 4 in. C.P. II mountings have not yet been adjusted, or are unsatisfactory, are to include an item in their defect list on the occasion of the next refit to cover the necessary gauging and adjustment of the mountings. At the same time, application should be made to the Senior Armament Supply Officer for the examination, repair and adjustment of the breech mechanisms in accordance with paragraph 1 (c), (d), (e) and (f).

Mountings which have been previously jigged and adjusted to suit a particular gun are to be jigged again whenever the gun is exchanged, in order that small differences in the guns may be accommodated.

3. On completion of the repairs and adjustments, the action of the semi-automatic mechanism is to be tried at a slip test, in which the speed of run out is adjusted so that the fired cartridge is ejected just clear of the gun at all angles of elevation. Satisfactory ejection should be obtainable with a moderate speed of run out, and it must be realised that the actuating bolt and the extractors will be strained and distorted if an excessive speed of run out is employed.

Attention is drawn to the fact that when a cartridge case which has been previously fired and ejected is used at the slip test to demonstrate ejection, it does not represent accurately the "action" condition in which the cartridge case has been fired but not ejected. The "action" condition may be obtained artificially by wrapping one or two turns of single spun yarn round the demonstration case, which can then be forced into the chamber of the gun by wedging action of the bevel face of the breech block, as the breech is closed by hand.

No other force or implement is to be used.

4. In the case of 4 in. H.A., IV mountings, the pawl axis bracket has been accurately positioned during manufacture, and arrangements have been made for the 4 in. Q.F., V guns supplied to these mountings to have the distance from the centre line of bolt actuating to the centre line of gun correct to plan. The application of the jig to the 4 in. H.A., IV mounting is, therefore, unnecessary.

5. With regard to paragraph 1 (a), the pawls on some mountings have been modified.

When Forms S.1148(h), reporting failures, are rendered, it should be stated whether the pawls have been modified, but no action should be taken to restore the pawls to the original unmodified dimensions. All replace pawls should be correct to gauge.

6. It is of the utmost importance that when mountings have been jigged and the pawls passed by gauge, no further alterations should be made to correct a fault, which may lie in some other part of the mechanism.

7. With regard to paragraph 1 (f), the following procedure for measuring the breech opening when primary extraction begins is to be adopted.

A fired cartridge case is fixed in the bore of the gun, a portion of the rim of the case having been removed so that only one of the extractor arms is in engagement with the rim. A force of 100 lb. is then applied normally to the B.M. lever and the breech opening measured.

The process is then repeated with the other extractor arm in engagement. The two measurements of breech opening thus obtained should be equal within 0.1 in. and within the limits 5.53 and 5.7 in.

8. *Dockyards only.*—When mountings have been jigged and adjusted, the letter J, together with the register number of the gun concerned, is to be stamped on the pawl bracket, and the register number of the mountings so treated is to be reported to the Admiralty for records.

The amendment to instruction plates (Item Z, Malta, M.E.D. Drawing 2819, sheet 2) supplied with the jigs and gauges is hereby cancelled.

For future replacements, pawls manufactured by dockyards should be of mild steel, 31 to 35 tons ultimate tensile strength, hardened at the operative end.

### **3310.—Projectiles, 8 in., Target Ship, Practice, Mark I\*B— Distinctive Marking**

(A.S. 6068/30.—24.12.1930.)

Projectiles, 8 in., target ship, practice, Mark I\*B, are to be stencilled as follows, on the cylindrical portion of body, in white, circumferentially in front of the driving band on the relieved portion of the body:—

**"TO BE FIRED WITH REDUCED CHARGES ONLY."**

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## 1931

**88.—Gyro Compasses—Protection of Bearings during Transit**

(C.D. 118/30.—9.1.1931.)

It is understood that when gyro compass controls are received from Slough, owing to the suspicion of dirt having got into the bearings from the packing material during transit, it is the practice to remove certain bearings, *e.g.*, lower guide, horizontal, bail, etc., wash them out and replace them.

2. As this practice is very undesirable, a new system of packing has been introduced which will make it quite impossible for any dirt to get into the ball bearings, which will be thoroughly washed out before leaving Slough and should not be removed prior to erection on board.

3. The new system of packing consists of covering the bearings with dust-proof pads of material and then wrapping the whole part in the locality of the bearing with white paper, which is then tied on. Boxwood plugs will be inserted to stop certain pivot holes, *e.g.*, East and West bail, lower guide. The element itself will be wrapped in a linen sheet.

4. On receipt of a control from Slough *in no circumstances* should the inner white paper wrappings be removed nor the boxwood plugs be taken out until the part is in the gyro compartment in the ship and actually required for immediate erection.

The sheet should also be left covering the gyro casing until the element is required for immediate suspension.

5. The boxwood plugs can be thrown away after removal, but the linen sheet covering the element is to be returned to D.N.S.O., Slough.

6. If a control or element is received in a ship without the wrappings described above in place, the fact and circumstances should be reported to the Director, Compass Department, Slough, or on the Mediterranean Station to Superintendent, Gyro Compasses, Malta, except when supply is made from a spare part cabinet abroad before time has permitted of the receipt of elements packed in this manner; in any such case a notation is to be made on the supply note by the issuing yard.

**138.—Gyro Compasses—Leaky 3-phase Terminals**

(C.D. 2/31.—16.1.1931.)

Trouble is being experienced due to loss of vacuum in the rotor casing of gyro compasses and it is found that in nearly all cases the leak is past the bush of one of the 3-phase terminals. Further, it appears that this leak is not infrequently caused by some attempt having been made to tighten up the securing nuts.

2. The casing and the 3-phase terminals are subjected to a series of processes during preparation at Slough, intended to render the casing proof against loss of vacuum; in the case of the terminals this consists of impregnating the parts with gold size under various successive stages of tightening up, exhaustion and temperature. After the gold size has hardened the casing is subjected to a rigorous test.

3. In no circumstances therefore, after the element has left Slough, should any attempt be made to tighten up the nuts of the terminals, as to move a nut the smallest amount must inevitably break the gold size sealing and introduce a leak.

4. Even where a leaky bush is suspected there is not the slightest use in trying to tighten the nut. In such an emergency the connecting wires should be removed and the suspected parts well painted with gold size while a vacuum of about 15 in. is maintained in the casing.

(A.F.O. 765/32.)

### 139.—Hydroplanes—Locking and Securing Arrangements— REPORT

*H.M. Submarines.*

(D. 17441/30.—16.1.1931.)

A case has recently occurred where a hydroplane was lost owing to the failure of the locking arrangements securing it, whilst in other cases failure has led to the vessel being temporarily out of control in circumstances which might have proved dangerous.

2. Examination of these arrangements should therefore be made on all occasions of docking H.M. submarines, and any necessary action taken to render them efficient.

3. In any case where, in the opinion of dockyard officers, modifications or additions to the arrangements are made to render them more efficient, a detailed report or sketch showing the modifications or additions is to be forwarded to the Admiralty.

### 144.—Rudder Clearance—REPORT

*H.M. Ships and Dockyards.*

(D. 18508/30.—16.1.1931.)

When rudder clearances in H.M. ships are taken in future, the dockyard officers concerned are to insert on the Form D.495 (Report of Docking) the information obtained, together with any particulars readily available as to the clearances found on any previous occasions of docking and any notifications as to nature of wear, etc. Similar information should be supplied to the Commanding Officers with the D.495 form for insertion in the ship's records.

2. Whenever a defect list is forwarded from one of H.M. ships which includes an item of rudder defects or a request for clearances to be taken, any information available as to the clearances on previous occasions of docking is to be included in the defect list, and where the clearances previously reported approach the undermentioned limiting amounts, separate action should be taken by the Commanding Officer direct with the dockyard concerned to ensure that the information as to clearances on previous occasions of docking is available at the dockyard well in advance of the arrival of the vessel for refit, etc.

3. The following particulars relating to the amount of wear permissible in rudder bearings before renewal of bushes, etc., becomes necessary, are promulgated for general guidance:—

*Rudders fitted with Lower Pintles.*—When in any position the clearance between pintle and brace exceeds one hundred and eighty thousandths (180/1,000) of an inch in a destroyer or flotilla leader, or three hundred thousandths (300/1,000) of an inch in larger ships, or the clearance at the inboard end, between the phosphor bronze sleeve on rudder stock and stuffing box, exceeds one hundred and eighty thousandths (180/1,000) of an inch, repairs should be effected.

*Rudders without Lower Pintles.*—When in any position the inboard clearance between the phosphor bronze sleeve on rudder stock and stuffing box exceeds eighty thousandths (80/1,000) of an inch in a destroyer or flotilla leader, and one hundred thousandths (100/1,000) in larger ships, the sleeve should be renewed.

4. Exceptional cases of knocking, straining or leakage should, however, be dealt with on their merits.

5. In any case in which renewal of a sleeve is found to be necessary in a destroyer or flotilla leader, a report should be sent to the Admiralty by wire (or postagram in the case of home dockyards), giving particulars of the clearances before renewal and the date when the sleeve was last renewed, etc.

**194.—Motor Boats—Alterations Involving Loss of Stability and Increased Danger of Fire**

(S. 6104/30.—23.1.1931.)

An inclining experiment has recently been carried out on what was originally an open type 35 ft. motor boat. The result indicated an increase of weight, augmented in this instance by additions of a teak cabin, heavier midship canopy, two dolphins, name box, and brass figurehead standard, none of which were provided in the original design.

2. The increase in displacement was accompanied by a decrease in stability, but the final calculations, based on the experiment in question, proved that the boat was still satisfactory when so altered; the decrease was therefore accepted in this instance.

It is essential, however, that the regulations (applicable to all classes of ships' boats) printed at the end of the Shipwright Officer's Establishment of Stores, and referred to in Article 1129 of the King's Regulations and Admiralty Instructions, should be strictly observed; and it is especially necessary to prevent persons sitting *on top* of any added cabin, or large numbers *standing* on the deck when the boat is loaded. The latter precautions apply generally to all boats with cabins.

3. When motor boats are so altered that engine compartments are enclosed to a greater extent than was intended in the original design, there is an increased risk of explosive gases collecting owing to the difficulty of ensuring complete ventilation. Precaution is therefore necessary to guard against leakage of fuel and consequent danger of explosion.

4. In all instances where such alterations have been made, all the fire extinguishers are to be stowed in positions *readily accessible from outside the machinery compartment*, half the allowance being stowed in close proximity to the engine.

**501.—Primers, Percussion, No. 2, Mark III of "B" 1914 and 1915 Manufacture—Withdrawal***Naval Armament Depôts.*

(A.S. 35/31.—27.2.1931.)

All stocks of loose primers No. 2, Mark III, "B," dated 1914 and 1915, and any fitted in cartridges which come to hand in breaking down or overhaul are to be brought to produce.

2. Primers of this description, make and dates, fitted to ammunition in general supply are not to be specially withdrawn.

**542.—24 in. Searchlight Projectors—Modifications to Rod Control Shafting***New Construction.*

(T. 4898/30.—6.3.1931.)

When 24 in. searchlight projectors are prepared at a dockyard for new construction vessels, the dockyard concerned is to obtain direct from the shipbuilder, through the principal ship overseers of contract-built ships, particulars of the approved arrangements of the rod control shafting. The manipulating gearing of the searchlights is to be arranged by the yard to meet the ship's requirements before despatch of the searchlight projectors to the vessels concerned.

## 543.—Lead of Cables to Control Positions—Protection from Splinters

*H.M. Ships, Dockyards and Overseers.*

(T. 273/31.—6.3.1931.)

In selecting runs for cables to control positions, attention is to be given to ensuring that protection is afforded to these cables as far as possible by bridge or other structure.

2. When re-wiring has to be carried out to control positions, runs of cables are to be considered with a view to effecting any improvement practicable in the protection afforded to the cables.

## 692.—Paravanes—Detached Cutters—REPORT

(T. 3741/30.—20.3.1931.)

1. (a) A preliminary issue of Paravane Detached Cutters will be made to the following vessels:—

<i>Home Fleet.</i>	<i>Mediterranean Fleet.</i>
"Dorsetshire."	"Glorious."
"Exeter."	"Eagle."
"Hood."	5 ships of 1st Battle Squadron.
"Valiant."	1 ship of "London" class.
"Furious."	Commanders-in-Chief, Home and
"Courageous."	Mediterranean Fleets, to report the
"Repulse."	vessels selected where not definitely
"Nelson" or "Rodney."	stated.

(b) Two spare sets of detached cutters will be provided in addition to the foregoing, one for maintenance at each of Portsmouth and Malta Dockyards.

2. The following quantities of components are being provided for delivery at Portsmouth, to meet requirements which cannot be met from stock for the 18 sets of detached cutters referred to in paragraph 1, and when available, arrangements should be made for making up the fitted towing wires and spans at that Yard for distribution to the services named:—

<i>Subhead and Item.</i>	<i>Pat. No.</i>	<i>Description.</i>	<i>Quantity.</i>	<i>Rate.</i>	<i>Estimated Value.</i>
B.4	8810	"V" cutter, complete with blades.	36 No.	£11 each	£396
B.10C	8837	Jaw, starboard, complete ...	18 "	£7 "	£126
	8838	Jaw, port, complete ...	18 "	£7 "	
	8802	Cone, bush ...	72 "		
	8803	Pins, split, etc. ...	72 "		
	8804	Locking strips ...	36 "		
	8801	Sleeve and sleeve jaw ...	36 "		
	8816	Hook, spring, recovery ...	54 "		
E.2C	8805	Rubber buffers ...	72 "		
E.3	—	Boat hook staves, 14 ft., fir...	108 "		

Rate Book prices.

3. A report is to be forwarded to Admiralty after the detached cutters, etc., have been in use for a period of 12 months on—

(a) Ease of handling, particularly recovery of paravanes under rough weather conditions.

(b) Endurance generally.

4. Detached cutters cannot be connected to towing wires, Patterns 7820, 7820A, 7824 and 7824A, but only to towing wires fitted with sleeves, Patterns 8835 and 8836.



5. The following list, together with instructions for fitting, etc., is promulgated for information for the ships affected :—

Item No.	Patt. No.	Description.	Denom. of Qnty.	Carried on Board.	Remarks.
		<i>Permanent Stores.</i> <i>B.4.</i>			
1	8810	V cutter, complete... ..	No.	2	
		<i>B.10.</i>			
2	8816	Hook, spring, recovery ... ..	No.	3	For use in lieu of Davy hooks when recovering paravanes.
		<i>Permanent Stores.</i> <i>B.12.</i>			
3		Wire, paravane, towing, starboard, consisting of— Rope, S.W., P.V., 3-strand, galvanised, $2\frac{1}{8}$ in., 28 fms. or 35 fms., to suit ship. Thimble, Patt. 1918*, 1 No. Sleeve, towing, Patt. 8835, 1 No.	No.	1	To be used in lieu of either Patt. 7820, 7820A 7824 or 7824A.
4		Wire, paravane, towing, port, consisting of— Rope, S.W., P.V., 3-strand, galvanised, $2\frac{1}{8}$ in., 28 fms. or 35 fms., to suit ship. Thimble, Patt. 1918*, 1 No. Sleeve, towing, Patt. 8836, 1 No.	No.	1	
5		Span, cutter, consisting of— Sleeve, towing, Patt. 8800, 1 No. Sleeve, towing, Patt. 7859, 1 No. Rope, S.W., P.V., 3-strand, galvanised, $2\frac{1}{8}$ in., 4 ft. length between centres of towing sleeve pins.	No.	2	
		<i>Consumable Stores.</i> <i>E.3.</i>			
6		Staves, boathook, fir, 14 ft., for use with recovery hooks.	No.	6	

\* For ships fitted with planing shoe, thimble, Pattern 1918, has link, Pattern 7858, to take 1 in. joining shackle.

#### 6. Instructions for Fitting.

V cutter, Pattern 8810, can be used on either side of the ship, the blades being changed over so that they are on the upper side of the frame when being towed, with the dummy blades on the under side.

The cutter is connected to the paravane wire by means of sleeve, towing, Patt. 8835 (starboard) or 8836 (port), which is supplied fitted to the wire.

The sleeve must be used its own side, *i.e.*, with the long jaw extending over the cutter blades. The nut of the sleeve jaw pin is to be on the under side.

Sleeves, towing, Patt. Nos. 8835 and 8836, are stamped "starboard" and "port," respectively, to indicate clearly the side to which they belong.

The span is 4 ft. in length and is fitted with a sleeve, towing, Pattern 8800 at the detached cutter end, and a sleeve, towing, Pattern 7859, at the paravane end.

The cutter and span should usually be kept shackled to the paravane, the towing wire being disconnected from the detached cutter.

The assembly of the detached cutter and span is shown in E.F.O. 18/31.

### 803.—Director Firing Gear—Gyro Director Sights and Mark IV Henderson Firing Gear—Coloured Shades and Improved Graticules

"Nelson," "Kent," and "London" Classes, "Dorsetshire," "Norfolk," "York," and "Exeter," "Royal Sovereign," and "Queen Elizabeth" Classes, "Iron Duke," "Hood," "Renown" Class, "Hawkins" Class, "E" and "D" Class Cruisers and "Carlisle" Class.

(G. 1745/31.—2.4.1931.)

As a result of sea-going trials, it has been found that under conditions of bright sunlight, the use of coloured glass shades in conjunction with gyro stabilised telescopes enables the collimator spider's web to be seen and reduces glare.

A number of coloured shades for use with the stabilised telescopes of gyro director sights, and coloured shades and improved graticules for use with Mark IV Henderson gear have been delivered to Portsmouth Yard for distribution to the above ships.

Copies of the necessary drawings and full instructions for fitting are also available at that yard.

2. Two shades, one light and one dark, are provided for each stabilised telescope. There will therefore be two light and two dark shades for gyro director sights and one of each for Mark IV Henderson gears.

3. Distribution is to be made as follows:—

(a) Shades for gyro sights—one set comprising two light and two dark shades with stowage boxes:—

"Nelson," "Rodney" .....	7 sets per ship.
"Kent" class .....	2 " " "
"London" class .....	2 " " "
"Dorsetshire," "Norfolk," "York," "Exeter" .....	2 " " "

(b) Shades and graticules for Mark IV Henderson gear—one set comprising 1 light and 1 dark shade, improved graticule and accessories:—

"Royal Sovereign" class .....	1 set per ship.
"Queen Elizabeth" class .....	1 " " "
"Iron Duke" .....	1 set.
"Hood" .....	1 set.
"Renown," "Repulse" .....	1 set per ship.
"Hawkins" class .....	1 " " "
"E" and "D" class cruisers .....	1 " " "
"Carlisle" class .....	1 " " "

4. Ships named are to demand the necessary items from Portsmouth Yard. Issue will be made complete with the necessary drawings and instructions for fitting.

5. The fitting is to be carried out by ships' staffs.

6. *Portsmouth Yard only.*—It should be found upon examination that there are 35 sets of gear for gyro director sights and 43 sets for Mark IV Henderson gear.

The total number of the former required is 40, and of the latter 33. The shades and accessories to make up the additional 5 sets for the gyro director sights are to be made up from the 10 surplus sets for Mark IV Henderson gear.

The redundant items from these Mark IV sets are to be retained in store.

### 1003.—Work carried out by Naval Ratings on H.M. Ships Paid Off for Large Repairs and Refits

(D. 2079/30.—24.4.1931.)

In order to ensure uniformity at the ports, in connection with work carried out by Naval ratings on H.M. ships paid off for large repairs and refits, the following general procedure is to be adopted in future:—

As soon as possible after a ship has been paid off for large repairs, arrangements should be made for a conference between dockyard departments at which the requirements of Naval working parties for the first month of the refit are to be decided. The dockyard officers should prepare a statement as a result of this conference for information of the *depôt*, showing details of the work required, order of priority, and the number of Naval ratings required during the month. The situation should be reviewed weekly or at longer intervals, as found necessary. If difficulty is reported in supplying the ratings required, and this would affect the progress of the refit, the matter is to be reported to the Admiral Superintendent with a view to such work as may be necessary being undertaken by the dockyard, the Admiral Superintendent informing the Commander-in-Chief. Any necessary supplementary estimates of the additional cost, owing to dockyard labour being employed in lieu of Naval ratings, should be forwarded as early as possible.

*Supervision.*—In view of the difficulty of supplying the necessary Petty Officers for supervision of working parties, it must be understood that, generally speaking, the necessary supervision, allocation of work, etc., should be arranged for by the officers of the ships to which the working parties are allocated.

A responsible executive officer, who will remain in the ship on commissioning, will be appointed to each ship three months before the date of commissioning for trials.

*Dinners.*—Wherever possible, facilities for cooking and accommodation should be provided, and men should bring their dinners with them.

*Painting.*—Details of the work to be allocated to Naval ratings must be decided locally, depending on the extent of assistance available. In all cases, where the necessary men *are available*, the painting of external work above boot topping, all painting in machinery spaces, living spaces, store rooms, bilges, double bottoms, etc., should be carried out by Naval ratings, dockyard work being limited to the more skilled painting work, such as Admiral's and Captain's apartments, officers' messes, and sick bay.

*Priority.*—Priority should be given to ships paid off. After requirements of such vessels have been met, ships with reduced complements should be given such assistance by Naval ratings as may be possible. With regard to ships in full commission, and in hand for ordinary refit, the dockyard should carry out only such work as is beyond the capacity of ships' staffs.

*Loan of articles from Loan Tool Store to Naval Working Parties employed on H.M. Ships paid off into Dockyard control for large repair or refit.*

When a responsible Naval officer is on board the ship in which a naval working party is to be employed, demands for articles required by the working party, such as sea boots, clogs, overalls, brooms, etc., are to be raised on Form S.134D (in triplicate), and forwarded to the Naval Store Office where the original will be initialled as authority for supply.

The dockyard officers are to be responsible for the description and quantities of the articles to be drawn, and Form D.587, which is to be signed by the responsible Naval officer, is to be countersigned by the responsible dockyard officer, and passed to the Naval Store Department with Form S.134D. All three copies of the Form S.134D are then to be sent to the Loan Tool Store and dealt with as follows:—

The original and duplicate are to be receipted and dated by the Naval rating who draws the articles, and the original sent to the Naval Store Office for retention, the duplicate being held by the storehouseman. The triplicate is to be conspicuously endorsed by the storehouseman "Not for ship's account—on loan from Loan Tool Store," and handed by him, with the articles, to the Naval representative.

On return of the articles to the Loan Tool Store the triplicate is to accompany the stores for the storehouseman to give a final receipt thereon. The duplicate is to be endorsed by the storehouseman, and passed to the Naval Store Office to enable the original to be cancelled.

When Naval working parties are required for ships on which no responsible officers are borne, the responsibility for the raising of the Form S.134D and the subsequent return of such stores is to be taken by the Captain of the Dockyard, who should depute an officer from his department for the purpose.

### 1313.—Fire Control—Suggestion Instrument for use in Transmitting Station

(G. 1574/31.—29.5.1931.)

This instrument (E.F.O. 50/31 (1 and 2)), is intended to replace the suggestion dumaresq in the transmitting station.

2. It consists of an outer ring (7) graduated as a compass from 0° to 360°. Holes, in which pegs representing aircraft course reports can be placed, are drilled every two degrees round this ring.

3. Mounted concentrically with this ring is an inner disc (6) graduated as shown in the sketch after the fashion of the base plate of a dumaresq.

4. On this disc revolves an enemy bar with speed slider.

5. The disc (6) has numerous holes in it in which pegs to represent the various estimated inclinations and suggestions from the plots or other sources may be placed.

6. Attached to disc (6) and below it is a small disc representing "own ship" disc. A model of own ship revolves on it.

7. An arrow (13) representing true wind can be positioned at any place round the compass ring.

8. The line through the centre of disc (6) represents the line of fire.

9. The method of using the instrument is as follows:—

- (a) Set "own ship" to relative bearing of target.
- (b) Set compass ring (7) to gyro bearing of target against arrow at top of disc (6).
- (c) Set true wind arrow.
- (d) Set enemy bar to speed and inclination in use.
- (e) When a suggestion from a plot or an estimated inclination is received, place a peg in the appropriate hole.
- (f) Suggestions for a new inclination and speed of enemy can immediately be read off and passed to rate officer.

10. The following advantages over the suggestion dumaresq are claimed for the instrument:—

(a) Inclination situation can be more easily visualised and the suggestions recorded by placing pins in the appropriate holes.

(b) Suggested enemy settings resulting from information from the range or G.D.T. plots can be obtained more quickly, the suggestions being made in the form "MORE closing or opening," and "MORE right or left."

(c) Enemy course reports from aircraft can be instantaneously converted into inclination.

(d) If placed in a conspicuous position in the transmitting station, a bird's eye view of the situation can be obtained by the T.S. officer from a distance.

11. The instrument should be made by ship's staff, if desired.

#### **1449.—Director Receivers and Fire Control Instruments— Window Glasses**

*All Ships and Yards concerned.*

(G. 01122/31.—12.6.1931.)

The Type "C" elevation and training receivers and certain other director and fire control instruments are fitted with windows of Triplex or other safety glass.

2. Experience on service has shown that, where these windows are exposed to the direct rays of the sun, the cementing medium is liable to deteriorate.

3. When ordering replacements for the windows of instruments so exposed, these should be of plate glass of good commercial quality in lieu of Triplex glass.

#### **1567.—Issued Confidentially**

#### **1579.—Superheater Safety Valves—Method of Grinding in**

(E.-in-C./D. 7105/31.—26.6.1931.)

It has been established that the leakage between the main valve cage and body of casting, which sometimes occurs with superheated steam safety valves, can be overcome in general by careful machining and grinding in the cage on to its seat.

2. The sketch E.F.O. 61/31 is promulgated for information and guidance of ships' officers and dockyards when refitting safety valves of this type.

#### **1580.—Engineer's Spare Gear—Replacement of Items not carried on Board**

(E.-in-C./D. 6836/31.—26.6.1931.)

In new construction and later vessels, a certain proportion of spare gear, apart from dépôt spare gear, will not be carried on board.

2. In cases where this gear is placed on deposit charge in a dockyard, the following routine is to be carried out as regards drawing the gear and subsequent replacement of same.

3. The ship to raise a Special Deposit Spare Gear Defect List for the item or items required, forwarding this directly to the Admiral Superintendent of the Yard where deposit spare gear is kept, and a copy to the Administrative Authorities. On receipt of this the Professional Department concerned should create a D.184 note, obtain the items, and deliver them to the ship (obtaining the defective parts in lieu). The Professional Officers concerned should then take action to replace the items, either by repairs of defective parts or by making or obtaining new, and return this replace item to the deposit store on a D.83 note, thus re-establishing Superintending Naval Store Officer's charge and completing the deposit stock.

4. Where spare gear is retained on board a repair ship, the responsibility for replacing any gear removed lies with the ship's officers of the vessel requiring same, who are to forward a Defect List in the usual way.

5. In order to avoid an unnecessary accumulation of spare gear for vessels whose period of service is approaching an end, no important replacements of spare gear appropriated are to be made in the case of vessels which have under five years' life without first obtaining Admiralty sanction.

6. Arrangements for replacement of depôt spare gear will be made through Admiralty under existing routine.

## **1618.—Fire Control Communications—Voicepipes and Telephones between Turrets and Repeating Stations**

*15 in. Battleships and Battle Cruisers.*

(G. 5431/30.—3.7.1931.)

It is approved to fit in all battleships and battle cruisers armed with 15 in. guns, a voicepipe from each turret to its shell room with a branch to turret space. When lining off the lead of this pipe care is to be exercised to ensure that the efficiency of the watertight sub-division is not prejudiced.

"Barham," "Ramillies" and "Repulse" are to be fitted during large repair.

"Revenge," "Royal Sovereign" and "Renown" are to be fitted during their refits in home dockyards this year. The other 15 in. ships are to be fitted on the next occasion of refit.

2. Communication between "A" and "B" and between "X" and "Y" turret spaces can be effected by manholes in the hatches, and no additional communication between these spaces will be fitted.

## **1629.—Leaders of "Scott" and "Shakespeare" Classes, Destroyers of "V," "W," and modified "W" Classes—Average Life**

(D. 4783/31.—3.7.1931.)

It is probable that a large number of the "V," "W," and modified "W" classes of destroyers, and flotilla leaders of the "Scott" and "Shakespeare" classes, is likely to be retained in the Service for a number of years to come.

2. In future, an average life of about 20 years from the date of completion should be assumed for the vessels indicated, unless other instructions are issued.

(A.F.O. 1811/31.)

## **1646.—Storing Arrangements—Destroyer Flotillas in Maintenance Reserve**

*"Greenwich," Leaders and Destroyers in Maintenance Reserve.*

(N.S. 2134/31.—3.7.1931.)

The Memorandum of General Instructions relative to the storing arrangements for leaders and destroyers placed in maintenance reserve, which was issued when the maintenance reserve scheme was instituted, has been revised so as to incorporate the various decisions which have been made from time to time, and the accompanying revised memorandum is promulgated for the guidance of all concerned.

(C13735)

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2. Nothing in this Order affects the instructions issued by Admiralty Letter M. 02065/27, dated 30.9.27. Page 1, paragraph (a), Part I, Appendix G, of Admiralty Letter M. 02065/27, should however be amended by the deletion of the first two words, viz., "director receivers" (G. 18743/28), and paragraph (d), page 2, should be amplified by the addition of the words "director receivers".

#### MEMORANDUM.

#### A.—"GREENWICH" AND DESTROYERS AT ROSYTH.

##### I.—*Destoring Destroyers.*

(i) *Extent of Destoring.*—The vessels are to be completely destored, except items such as furniture which cannot be conveniently removed, and the special items concerning which instructions are given to the contrary in Admiralty Letter M. 02065/27, dated 30.9.27, and in Parts C and D of this Memorandum. (See also (iii) below.)

(ii) *Where Destoring is to Take Place.*—Destroyers are to destore as much as possible before leaving their southern yards, only such stores being left on board as are necessary for the passage to Rosyth. On arrival at Rosyth destoring is to be completed. (See also V below.)

(iii) *Stores to be left on Board while Destroyers Remain in Rosyth Reserve.*—The determination of the stores to remain on board should be left to the Senior Officer, Reserve Fleet, Rosyth, after due consideration of the needs of the case. The list in Appendix XXVII to the King's Regulations will form a suitable basis, but modifications in this list will be necessary. With the exception of the batteries and the stores carried as spares for W/T equipment, W/T apparatus is not to be removed.

(iv) *Disposal of Stores Removed at Rosyth.*—The stores removed at Rosyth in accordance with (ii) above are to be forwarded to Chatham as opportunities of free freight occur. The W/T batteries and spares are to be taken into stock at Chatham for issue to other services.

##### II.—*Defuelling Destroyers.*

Only such quantity of fuel should be left on board destroyers when leaving their southern yards for Rosyth, as is necessary for a safe passage. On arrival at Rosyth defuelling should be completed.

##### III.—*Maintenance Stores for the Organisation.*

Maintenance stores for the whole organisation, including stores for docking purposes, should be demanded by "Greenwich" from Chatham. Fuel oils and lubricating oils should be demanded by "Greenwich" from the Naval Store Officer, Rosyth.

##### IV.—*Store Accounting.*

(i) *Closing Accounts and Preparation of Inventories.*—When proceeding into maintenance reserve, the Naval Store Accounts of the vessels concerned are to be closed and rendered to the Admiralty (N.S.) for examination. The closed accounts should be certified as to the correctness of the permanent stores remaining on board when the vessels enter maintenance reserve, and particulars of these articles are to be included in an inventory to be prepared by the Engineer Officer before his Naval Store Account is closed.

The inventories are to be prepared in *triplicate* and the copies dealt with as follows:—

- 1 copy to be forwarded as a supporting voucher to the closed Naval Store Account.
- 1 copy to be forwarded to the Naval Store Officer of the storing yard concerned for use in preparing dormant demands.
- 1 copy to be retained as indicated in Section IV (ii) below.

Any amendments to the inventories which may become necessary during the time the vessels are in Maintenance Reserve are to be forwarded to the Naval Store Officers of the storing yards concerned in order that the yard copy may be kept corrected.

(ii) The inventories should also indicate, for articles fixed in place, the positions in which they are to be found. These inventories, which should bear the certificate of the Engineer Officer of the group of destroyers concerned, that the articles are on board and have been received into his custody, are to be kept by the Accountant Officer, H.M.S. "Greenwich," for the vessels berthed at Rosyth. This officer will be responsible that all transactions in connection with the supply and return or transfer of stores are properly recorded, and that the inventories are corrected to date.

(iii) Permanent stores drawn from the dockyard by the parent ship for direct supply to attached maintenance reserve vessels should not be passed through the Central Store Account of the former, but recorded direct in the inventories of the latter from the relative dockyard supply vouchers.

(iv) *Stocktaking*.—A stocktaking of the stores is to be held every six months by the Group Engineer Officer responsible for the custody of the stores in each vessel, certificates being furnished on the face of the inventories that the verification has been carried out. Any differences disclosed are to be investigated and the result reported to the Admiralty (N.S.). In the event of the supersession of the Group Engineer responsible for these duties in a vessel, a verification is to take place and a certificate that this has been done given by the officer relieving him. Any differences are to be investigated and explanations in respect of deficiencies obtained from the officer giving up charge, before reporting the details to the Admiralty. Stock of all the items on charge is to be verified.

(v) *Maintenance Stores Required by Destroyers whilst in Reserve*.—Consumable stores required for maintenance purposes are to be supplied by the parent ship as required. For accounting purposes each vessel in maintenance reserve will be treated as a department of the parent ship and no detailed account need be kept by the destroyer. The classification of consumable stores is to be that applicable to centrally stored vessels.

#### V.—Arrangements for Storing Destroyers on Mobilisation.

(i) *Dormant Demands*.—The vessels are allocated to their present storing yards for storing up on mobilisation, and dormant demands for the stores to complete on mobilisation are to be prepared by the Naval Store Officers of the respective storing yards. (*See also* V (iii).) It will be necessary to ensure that the yard copies of the warrants of the destroyers are kept up to date, and the dormant demands corrected as necessary.

(ii) *Special Reserves of Naval Stores to be Maintained*.—In view of the fact that leaders and destroyers in maintenance reserve are at extended notice of 4 months, it will not be necessary to maintain as special reserves all stores to complete their equipment. Full reserves are, however, to be maintained at the vessels' storing yards of the stores shown below, after allowing for any stores on board or laid apart on deposit for the vessels. Reserves of the remainder of the stores on the dormant demands, not specified below, are not to be maintained, as they will be available from stock or readily obtainable by demand on the Admiralty or under Standing Contracts within the period of notice.

In regard to the stores included in the dormant demands, but not on the list of reserves, although no reserves are intended to be maintained specifically for this service, a note is to be made in the periodical demands, where any considerable surpluses exist, showing to what extent the dormant demands would reduce these surpluses if stores were earmarked.

The attention of the Admiralty is to be called to any important modification of the dormant demands, and recommendations as to the extension of the above reserves are to be made at any time if circumstances indicate the desirability of this course.



RESERVES OF NAVAL STORES TO BE MAINTAINED FOR LEADERS AND DESTROYERS  
IN MAINTENANCE RESERVE.*Subhead B.*

<i>Subhead, etc.</i>	<i>Description.</i>	<i>Subhead, etc.</i>	<i>Description.</i>
B.4	Anchor.	B.10c	Slings.
	Chain cable and gear.	B.10d	Tanks.
B.8A	Unions, Patt. 1800A.	B.10g	Steelyards, weighing machines and spring balances.
	W.L. indicators.		Forges, Patt. 1606.
B.8B	Speed indicators.	B.11B	Expanders.
B.8C	Voice piping and gear.	B.11c	Vices.
B.8F	Blocks.	B.11D	Vices.
B.8I	Schedule 141, money chests, etc.	B.12D	Oil fuel fittings.
B.9A	Schedule 124, navigation lanterns, lenses and cylinders.		

*Subhead E.*

<i>Subhead, etc.</i>	<i>Description.</i>	<i>Subhead, etc.</i>	<i>Description.</i>
E.3	Ash oars and staves.	E.8	Firebricks, including quan- tities necessary to complete rebuilding of furnaces.
	Lifefloats.		<i>Note.</i> —Reserves of as- bestos, bolts, fireclay, and crushed firebrick for re- building of furnaces are <i>not</i> to be maintained.
E.5	Disengaging gear.		Reserves of firebricks for rebuilding of furnaces will be maintained at Chatham.
	Smoke helmets.		
	Magnetic compass outfits, ex- cept magnets (Slough only).	E.11	S.W. brushes.
	Gyro compass equipment (Slough only).	E.12	Lifelbels.
	Clocks and watches.		Lifebuys.
	Electric logs.		Mark buoys.
	Sounding machines, except gear obtainable under standing contract.		Stretchers, Patt. 475.
	Sextants.		Ambulance stretchers, Mark VII, W.O. pattern.
	Battenberg course indicators.		
	Barometers and barographs.		

*Subhead F.*

<i>Subhead, etc.</i>	<i>Description.</i>	<i>Subhead, etc.</i>	<i>Description.</i>
F.1A	Circulators.	F.1c	Voltmeters.
	Armatures.		10 in. signalling lamps.
	Field coils.		24 in. motor lamps.
	Heterodyne units.		10 in. projectors.
	Amplifiers.		Flashing shutters.
	Dome.		10 in. reflectors.
	Oscillator.	F.2A	Aldis lamps.
	H.T. generator.		Apparatus for examination of torpedoes.
	Transmitter for echo sounding gear.		Batteries.
	Hydrophone for echo sound- ing gear.		Charging boards.
	Receiver box for echo sound- ing gear.	*Cells.	
F.1B	Range clocks.	F.2B	Lampholders.
	Rate of change instruments.		Insulators.
	Spotting tables.		Glass shades.
	Rangefinders.		Interiors, Patt. 2180.
			Switches, Patt. 7163A.

\* Full requirements of cells should be shown in the periodical demands. The quantities to be provided will be reconsidered annually at the Admiralty, having regard to the perishable nature of the Articles.

(iii) *Storing on Mobilisation.*—As the vessels will come to their southern yards before going on service, it will not be necessary to send the full equipment of stores to Rosyth. Only such stores should be sent to Rosyth as are necessary for the passage of the vessel from Rosyth to her storing port. A complete list showing the stores required to be sent to Rosyth on mobilisation, indicating also the items which are to receive priority in despatch to that yard has been furnished direct to the storing ports by the Vice-Admiral Commanding Reserve Fleet. To facilitate reference to this list in correspondence, etc., the short title "R.P. Stores," which is an abbreviation for "Rosyth Passage Stores," is to be used. (N.S. 12778/30). The remainder of the equipment is to be supplied when the vessels reach their southern yards, and, to facilitate this arrangement, the dormant demands are to be prepared so as to differentiate between stores to be sent and those not to be sent to Rosyth. In the event of changes taking place in the manning ports of the vessel (Mobilisation Return No. 1), arrangements are to be made for the dormant demands for navigating stores and stores to complete on mobilisation to be transferred to the new yard, any transfers of stocks necessary being arranged between the Naval Store Officers concerned. Full supplies of the fuel oils and lubricating oils referred to at II will be placed on board at Rosyth. Coal, required on mobilisation, will be supplied from Rosyth. Dormant demands are to be prepared by the Naval Store Officers of the respective storing yards and forwarded to Rosyth. The destroyers will each require 4 to 5 tons.

Compass equipments (other than gyro compasses) will be forwarded direct from Slough, on mobilisation, to Rosyth. Dormant demands for the equipments required to complete the vessels on mobilisation are to be forwarded by the Naval Store Officers of the respective storing yards to Slough.

#### VI.—"Greenwich."

(i) *Storing Arrangements in Peace.*—Ship should remain stored as on her arrival at Rosyth (*i.e.*, after having returned to store at Portsmouth such stores as were obviously not required in connection with her new duties). Subsequent experience will enable the equipment of permanent stores to be adjusted to the needs of the case, and, in this connection, demands for additional permanent stores should be forwarded to Admiralty (N.S.) for approval, full reasons showing necessity for supply to accompany the demands. To facilitate the supply from Chatham of permanent Naval stores demanded by "Greenwich" in replacement of others returned as defective, the Naval Store Officer, Rosyth, will receive the defective articles and furnish a certificate to this effect on the face of the demands before forwarding them to the Superintending Naval Store Officer, Chatham. Demands from "Greenwich" should therefore be sent to the Naval Store Officer, Rosyth, at the same time as the defective stores are returned to him. Supplies of consumable stores will be governed by a quarterly valuation allowance under the central storekeeping system.

(ii) *Storing Arrangements on Mobilisation.*—A similar procedure should as far as practicable be followed as is laid down above for destroyers: that is to say, dormant demands are to be prepared to complete the vessel on mobilisation and special reserves held to cover the demands. In this connection the instructions contained in V (ii) apply generally to H.M.S. "Greenwich," but if it is considered necessary to maintain for this ship special reserves of any stores of descriptions other than those detailed in V (ii), recommendations as to the extension of the reserves are to be made to Admiralty (N.S.). The dormant demands are to be prepared by the Superintending Naval Store Officer, Portsmouth, after communication with the Commanding Officer, H.M.S. "Greenwich," due regard being paid to the stores remaining on board the vessel while at Rosyth.

#### B.—LEADERS AND DESTROYERS AT CHATHAM.

The instructions in Section A of this Order, modified as necessary, are generally applicable to the vessels to be berthed in maintenance reserve at Chatham. The leader allocated as accommodation ship will perform functions, as regards storing, accounting, stocktaking, etc., corresponding to those allotted to "Greenwich" in the Rosyth organisation. The leaders in

maintenance reserve at Chatham, also the "V" class destroyers in maintenance reserve at Chatham and Rosyth, will complete for service on mobilisation at Chatham.

Dormant demands and special reserves of Naval Stores (*see* V (i) and (ii) above) should therefore be held at Chatham for these vessels.

(*Note.*—The above does not apply to repeat "W" class destroyers, as these vessels will complete for Service on mobilisation at their manning ports.)

### C.—INSTRUCTIONS RELATIVE TO PARTICULAR STORES OR FITTINGS.

(i) *Low Power Installations.*—The fittings and sea stores comprised in the low power installations are to be dealt with as follows:—

*Fittings.*—To be removed by ship's staff and placed in lay-apart store at Rosyth (or Chatham), and kept (on ship's charge) in a state of preservation.

*Electric Cable, Cab Tyre.*—In view of the liability of this type of cable to deteriorate and the undesirability, on this account, of replacing defective runs whilst the vessels are in maintenance reserve, H.M.S. "Greenwich" will furnish dormant demands to Chatham for sufficient cable to re-wire about six destroyers, as a first requirement. (N.S. 7731/30.)

*Sea Stores.*—To be returned to store at storing yard, special reserves being maintained against dormant demands as for other sea stores. (*See* V (ii) above.) The classification of fire and torpedo control instruments has been promulgated. In any cases where such articles have been supplied as sea stores, but have been modified to meet a particular vessel's requirements, they should be dealt with in the same manner as fittings.

(ii) *Rangefinders, 9 ft., and Mountings.*—As the 9 ft. rangefinders landed, or to be landed, from destroyers going into maintenance reserve are in no way special to particular ships, they should be returned to store in the usual manner and an equivalent number held for re-issue. (*See* V (ii).)

(iii) *Fire Control Batteries.*—Batteries for fire control purposes removed from vessels are to be taken on charge as individual components, *i.e.*, boxes, Patterns 4822 and 4828; cells, Pattern 5503; connections, Pattern 6480; and re-issued from stock to meet general sea store requirements in preference to new articles (except as regards shipments to foreign yards).

(iv) *Gyro Compass Gear.*—The master gyro compasses, spare part boxes, and all spare parts of gyro compass installations are to be removed from leaders and destroyers, so fitted, by the dockyards at which the vessels are prepared for maintenance reserve and forwarded to the Admiralty Compass Observatory, Slough. The repeaters, panels, generators, dynamotors, etc., are to be retained on board or placed in lay-apart store at Rosyth (or Chatham) and subjected to maintenance routine.

On receipt of the master gyro compasses at Slough they are to be taken into stock, the necessary arrangement for survey, overhaul, periodical examination, etc., being made by the Naval Store Officer with the Compass Department to ensure that a serviceable master compass is always available for supply to each leader and destroyer in maintenance reserve with gyro equipment. Compasses required for these vessels should be specially shown in all periodical demands. (N.S. 9136/30.) (M. 02065/27.)

(v) *Torpedo Tube Spare Gear.*—This is contained in two boxes which are both small and can easily be stowed on board. The roller brackets, which are a component of one box, may be removed and stowed in "Greenwich" (Rosalie destroyers): the latest practice is for these not to be stowed in the boxes. The box containing the striker pins, rubber pads and springs should be retained on board the destroyer, the articles being kept in the box. (N.S. 6298/30.)

(vi) *Gunnery Items of Spare Gear.*—A and C sets of gear are to be retained on board. (G. 2809/30.)

(vii) *Torpedo Davits and Pedestals for Davits.*

*Stowage Racks for Depth Charges.*

*Depth Charge Carriers.*

*Paravane Stowages.*—Are to be retained on board. (N.S. 6298/30.)

(viii) *Asdic Installations.*—Dome, batteries, and H.T. generators are to be removed and returned to dockyard. A blank flange is to be fitted to the dome seating, with suitable packing, to obtain a watertight joint.

Other generators and electrical machines to be cleaned and refitted, and field coils painted with grade II, black acid-proof varnish, Pattern 2. All box, switch, and socket covers to be well screwed up, and glands to be made watertight. Commutators, bush holders, contacts, etc., to be cleaned and greased.

Oscillators to be unshipped and returned to H.M.S. "Osprey."

Mechanical gear to be housed clear of the water and well greased over.

Bridge instruments, loud speakers, distance finders, etc., to be covered with canvas covers.

(ix) *Hydrophone Installations.*—Batteries are to be returned to store.

(x) *Echo Sounding Gear.*—Transmitter, hydrophone and receiver box are to be returned to store. Clips for securing transmitter and hydrophone in position are to be left in a state of preservation.

(xi) *Special Stores for Engineering Purposes.*—Any items of a *non-perishable* nature are to be retained on board, and are to be entered on special pages (headed Engineer's Special Stores) of the inventory of stores remaining on board. (*See* Part A, Section IV (i)). The *perishable* items are to be returned to dockyard stock and surveyed with a view to utilisation for other services or disposal. Dormant demands will, therefore, be necessary for only those descriptions and quantities of Engineer's Special Stores which will be required to complete to the 12 months' estimated requirements, or "Emergency Stock" in the event of the vessel being brought forward for further service.

#### D.—FIXTURES—EXTENT TO WHICH THEY SHOULD BE REMOVED.

It is desirable to leave as many fixtures on board as possible, provided they will not deteriorate unduly. Some deterioration is bound to occur, but war experience showed that it is undesirable to remove more gear than is necessary, as, when the time comes to replace it, a large proportion is found to be damaged.

Action should, therefore, be taken on the following general lines, in dealing with the fixtures belonging to vessels in maintenance reserve:—

- (i) As many fixtures as possible should be left on board, only those being removed as will definitely deteriorate if allowed to remain in place.
- (ii) In vessels berthed at Rosyth, all fittings required for navigating vessels south are to be left on board, or, if liable to serious deterioration, are to be landed in a lay-apart store at Rosyth in ship's custody, at the discretion of the Senior Officer, Reserve Fleet, Rosyth.
- (iii) All fittings removed in accordance with the foregoing conditions, but which are not required for navigation south are to be returned on deposit at the vessel's storing yard.

(iv) In the case of the following items, action should be taken as indicated:—

Racks for books ... ..	} Should remain on board.
"    " letters ... ..	
"    " water bottles...	
"    " towels ... ..	
"    " ledgers ... ..	
Notice boards ... ..	
Signal boxes ... ..	
Engine room desks ... ..	
Lavatory seats ... ..	
Skylight fittings ... ..	
Wood hatches ... ..	} Should be returned to store (except in the case of those boats which will be in use).
Table fiddles ... ..	
Spring mattresses (special) ... ..	
Torpedo chocks ... ..	
Cordage of boats' falls...	Should be returned to store (except in the case of those boats which will be in use).
Purchase blocks ... ..	Should be placed in the boats to which they belong.
Davit blocks ... ..	Should remain on board.
Boats' sails ... ..	Should be returned on deposit at the vessel's storing yard, and kept with the vessel's awnings.
Boats' awning stanchions, strong backs and slings	Should be kept in the boats to which they belong.
Awning stanchions belonging to leaders and to destroyers of "V" and "W" classes.	Should remain in place on board while vessels are in maintenance reserve.
Awning stanchions belonging to leaders and to destroyers of "R," "S," and "T" classes.	Should be removed and brought to arisings. As, however, the stanchions ex "S" class are of modern pattern and can be utilised if necessary on "V" and "W" classes, there is no objection to such quantities as yard officers may consider it desirable to retain for this purpose being retained on deposit (N.S. 15695/28.)
Cocoanut matting ... ..	Should be returned on deposit at the vessel's storing yard. Sufficient particulars should be taken of any matting which is unfit for further service to enable it to be readily replaced.

The Senior Officer, Reserve Fleet, concerned, is to arrange for the fixture list to be checked on completion of laying-up a vessel in maintenance reserve, and a report is then to be forwarded to the Vice-Admiral Commanding, Reserve Fleet, enumerating the fixtures landed, which will be required to complete on mobilisation, and stating which have been placed on deposit and at what yard. (Reserve Fleet General Orders No. 222, 5.9.30.)

(C.A.F.O. 296/33.)

**1698.**—*Issued Confidentially.*

## 1709.—Shipbuilders' Tubes to Seacocks—Examination of Inner Zincs

*"Kent," "London," "Dorsetshire," and "York" Class Cruisers.*

(D. 6504/31.—10.7.1931.)

Consideration has recently been given to the time required to examine at one docking, all the inner zincs fitted to the shipbuilders' tubes of seacocks, this work involving the removal of the seacocks and adjacent pipes.

2. It has been found by trial in H.M.S. "London," that corrosion occurs at the inner end of the shipbuilder's tube if the inner zincs are omitted, and the zincs must therefore be retained.

3. As, however, the inner zincs are less active than the outer ones, it has been approved to extend the maximum period between examinations of the former to two years in order to reduce the amount of work at each occasion of docking.

4. A proportion of the inner zincs is to be examined at each docking in rotation so that every zinc and tube is sighted at least once in two years.

5. A record is to be kept by each vessel concerned, stating the date of examination of the inner zincs, etc., the defects found, and action taken to make good.

## 1811.—Leaders and Destroyers—Survey of Hulls

*H.M. Ships and Dockyards concerned.*

(D. 9904/31.—24.7.1931.)

Experience has shown that in order to obtain an average life of as long as 20 years for leaders and destroyers, as given in A.F.O. 1629/31, very thorough examination and repair of the hull structure are essential.

2. In the older leaders and destroyers it has been found that the hull plating, deck beams and girders are generally in fairly good condition. In the engine room, however, considerable deterioration of the transverse and longitudinal framing, and to a lesser extent, the plating of the transverse bulkheads, has taken place, due in large measure to the varying atmospheric conditions.

3. The main frames and longitudinals between the second longitudinals port and starboard, also the auxiliary frames and girders in connection with the engine bearers have generally been found in good condition and superior to the remaining framing in the engine room. It is probable that because of their importance they have been more thoroughly surveyed and treated.

4. On the other hand, it has been found that the fourth and fifth longitudinal and the transverse frames between the third and sixth longitudinal have deteriorated most rapidly. In several instances, webs and reverse flanges of frame bars, the diamond plate connections between the continuous frame bars and the intercostal longitudinals have been found in a very bad condition and rusted through. Rust has also formed between these plates and the bars as well as between the connections behind the diamond plates, contact between these parts thereby being rendered ineffective. The seriously corroded parts of the fourth and fifth longitudinals are generally the reverse flange of the continuous "Z" bar, and the plating between this bar and the intercostal angles connecting the longitudinal to the shell plating.

5. Corrosion is generally worse where the survey and painting is most difficult, *e.g.*, behind plates of machinery spare gear, behind junction boxes, behind plates carrying electric cables, behind diamond plates and reverse flanges of frames and longitudinals, and unless great care is exercised in thoroughly cleaning and coating the hidden inner surfaces of framing, corrosion will not be arrested.

6. Red lead, paint, etc., is not to be applied to a damp rusty surface. Examination in several instances has revealed that, although the plating appeared to be well covered, when disturbed by hammering the covering was found to be a mixture of red lead and damp rust, which easily came away leaving the rusty surface exposed.

7. In the newer leaders and destroyers the conditions are more favourable than in the older vessels, but even so the structure in the engine room is specially liable to corrosion and consequently particular care must be taken in the preservation of the frames and plating there.

8. The attention of ships' officers is called to the need for special care and a more detailed examination, and periodic scraping, cleaning and painting.

9. The Superintendents of all Home Dockyards, Rear-Admiral, Gibraltar, Rear-Admiral, Malta, and Commodore-in-Charge, Hong Kong, should, on all future occasions of vessels coming in hand, give special attention to the surveys of leaders and destroyers ordered by the regulations to be carried out.

10. Reports on the Forms S.180 are to specify in detail all defects discovered, and state whether they are new, extensions of previous defects, or caused by the failure of defects previously repaired.

(*A.F.O. 1629/31.*)

### **1990.—Mountings, 6 in., P.XIII\*—Gun Ready Lamp Contacts for Interceptors—REPORT**

(G. 3383/31.—14.8.1931.)

Gun ready lamp contacts are to be fitted to the interceptors of 6 in., P.XIII\*, mountings in ships of "Ceres" and "Carlisle" classes, where this has not already been carried out.

2. The electrical contacts are available at Portsmouth Dockyard.

3. Brackets for fitting the contacts to the interceptors are to be made by the dockyards concerned, and application for prints showing the brackets is to be made to Portsmouth Dockyard.

4. The brackets, etc., when manufactured, together with the contacts and copies of the drawing, for information and guidance in fitting the gun ready lamp contacts to the interceptors, are to be issued to the ships concerned.

5. The work of fitting to be carried out by ships' staffs, and report forwarded through the Administrative Authority when the work has been carried out.

6. In ships in reserve, the work is to be deferred until the vessels are brought forward for service.

## 1991.—Vickers' Machine Guns for Royal Marines— Scale of Stores

(A.S. 3819/31.—14.8.1931.)

The following Vote 9 stores, not at present allowed by Naval Proportion Book, Part I, have been approved for use of Royal Marines :—

### Royal Marine Divisions.

Description of Stores.	Portsmouth (for 17 guns).	Chatham (for 9 guns).	Plymouth (for 9 guns).
Locks, D.P., instructional ... ..	17	9	9
Barrels, Mark II, D.P., blank ... ..	17	9	9
Cones, front muzzle attachment, blank	17	9	9
Cups, muzzle attachment, blank ... ..	17	9	9
Nuts, adjusting, muzzle attachment, blank.	17	9	9
Screws, adjusting, muzzle attachment, blank.	17	9	9
Spanners, muzzle attachment, blank ...	17	9	9
*Condensers, steam, <i>N.P.</i> ... ..	17	9	9
Eyelets, repair of belts ... .. ozs.	8½	4½	4½
Strips, ammunition belt, long ... ..	400	200	200
” ” short ... ..	400	200	200
Tools, belt repairing ... ..	17	9	9

\* If guns have not been fitted already.

### H.M. Ships.

Description of Stores.	Home Fleet (for 12 guns).	Mediterranean (for 20 guns).	East Indies (for 2 guns).	Africa (for 2 guns).	China (for 10 guns).	America and West Indies (for 2 guns).
Locks, D.P., instructional ... ..	12	20	2	2	10	2
Barrels, Mark II, D.P., blank ... ..	12	20	2	2	10	2
Cones, front, muzzle attachment, blank.	12	20	2	2	10	2
Cups, muzzle attachment, blank ... ..	12	20	2	2	10	2
Nuts, adjusting, muzzle attachment, blank.	12	20	2	2	10	2
Screws, adjusting, muzzle attachment, blank.	12	20	2	2	10	2
Spanners, muzzle attachment, blank...	12	20	2	2	10	2
*Condensers, steam, <i>N.P.</i> ... ..	12	20	2	2	10	2
Eyelets, repair of belts ... .. ozs.	3	5	5	½	2½	½
Strips, ammunition belt, long ... ..	150	250	25	25	125	25
” ” short ... ..	150	250	25	25	125	25
Tools, belt repairing ... ..	6	10	1	1	5	1

\* If guns have not been fitted already.

2. Demands for stores to complete to the foregoing quantities are to be sent to the nearest Royal Naval Armament Depot.

3. In the event of a ship leaving one station for another, arrangements are to be made for any of these stores that are on board to be landed on the station before the ship leaves.



## 1995.—Vote 8, IIIB Plant at H.M. Wireless Stations at Home and Overseas—Record

(E.-in-C./N.S. 10687/30.—14.8.1931.)

From a review of recent returns of Vote 8 IIIB plant at W/T stations at home and overseas, it appears that a uniform procedure is not observed in the preparation and rendering of such records. The practice observed in certain instances of recording such plant in the Naval store account of the station should cease, and in future an annual record of Vote 8 IIIB plant is to be prepared and rendered in accordance with the following instructions, on Form D.150A (loose leaf), as carried out in the case of Fleet Shore Establishments generally. A reference to this Order should be quoted as the authority for the removal of the Vote 8 IIIB plant from the Naval store account.

2. This procedure is already observed in the case of W/T stations in the vicinity of Portsmouth and Gibraltar Yards, and the particulars should continue to be included in the general Book D.150A.

3. As regards other W/T stations:—

(a) *At home.*—In general the particulars should be compiled and rendered by the storing yards, an initial inventory and valuation of the plant being made and a copy furnished to the officer-in-charge.

In the case of stations which are too remote from the yard for convenient annual checking of the plant, subsequent annual returns should be made after communicating with the officers-in-charge in regard to any revisions and by assessing the present values in accordance with the appropriate depreciation rates. Opportunity should be taken by inspecting officers when carrying out periodical survey of machinery to check particulars at the site. Engineer overseers carrying out such inspections are to inform yards as requisite.

(b) *W/T stations overseas.*—Where stations are in the vicinity of a dockyard, the yard officers concerned are to include the appropriate particulars in the general Book D.150A. In the case of stations not so situated, the respective officers-in-charge are to demand from the storing yards the necessary blank Forms D.150A, and compile the records as far as possible, which are to be forwarded to the Commander-in-Chief for verification by the Fleet Engineer Officer when the periodical inspection of the station is carried out. The forms, as verified, are then to be forwarded to the storing yard for completion as regards valuation, so far as may be practicable, and transmission to the Admiralty with the Forms D.150A for other overseas stations dealt with by the dockyard concerned.

Machinery, transformers, switchgear, etc., supplied as component parts of W/T sets are not to be recorded on Form D.150A.

In forwarding the blank forms the dockyards are to include a resumé of the general standing instructions applicable to the compiling of D.150A records.

*General.*—The initial copies of the D.150A records should be rendered to the Admiralty in triplicate, when completed, and in subsequent years single copies as early as practicable after the close of each financial year.

In future, notification of particulars of Vote 8 IIIB plant ordered for W/T stations will be made to yards concerned, for entry in D.150A record.

The allowances of Vote 8 IIIB plant and spares and references thereto contained in the establishments of Naval Stores for Home, Shore, Signal and W/T stations, and Overseas W/T stations should be deleted from all copies held by dockyards, W/T stations, etc.

## 2054.—Glass-fronted Instruments—Diffused System of Illumination

(T. 0172/31.—21.8.1931.)

Several cases of unsatisfactory lighting of glass-fronted instruments by the diffused system of illumination have proved on examination to have been caused by lack of care in assembly and failure on the part of the manufacturers which are unsatisfactory:—

2. The following general principles of this system are therefore promulgated in order that steps may be taken to improve the illumination of instruments which are unsatisfactory:—

3. The source of light is placed so that the rays enter through the edge of the inner glass, and by passing through it become diffused. This diffused light is then reflected down on to the dial beneath by painting portions of the outer surface of the inner glass with white enamel. The enamel is disposed so that a uniform illumination is obtained over all the visible parts of the dial.

4. The method employed is shown in E.F.O. 82/31. To obtain even and effective illumination the following points should be observed:—

- (i) No white enamel should be applied to the glass within 3 ins. of the lamp filament.
- (ii) Two coats of white enamel should be used. The area thus covered should be settled by trial until an even illumination is obtained. Generally speaking, a ring of white enamel should be narrow in the vicinity of the lamp and broader further away from it. The white enamel should be applied to the outer surface of the inner glass, and should be covered with two coats of black enamel.
- (iii) Where possible the outer glass should be masked with black enamel for a distance of at least 2 ins. from the filament of the lamp.
- (iv) The edge of the inner glass, except for that portion admitting the light, should be painted with white enamel.
- (v) Lamp, Pattern 629A, should be used, and the filament should be placed in the plane of the inner glass. In certain instruments, such as the "B" sight, the degree of illumination is controlled by raising or lowering the lamp in relation to the plane of the glass.

## 2100.—Rangefinders, Rangefinder Mountings and Fire Control Apparatus—Inspection at Manufacturers' Works and in Dockyards

*Overseers and Dockyards.*

(G. 3825/31.—28.8.1931.)

The following revised procedure for the inspection, test, and acceptance of rangefinders, rangefinder mountings, and other fire control apparatus, not entirely electrical in character, is promulgated for information and compliance.

2. The apparatus covered by these instructions are:—

Aids to Spotter.  
 Aids to Rate.  
 Anemometers (direct reading).  
 Battenberg course indicators.  
 Binoculars.  
 Bombardment spotting boxes.  
 Calculators, deflection, L.A.  
 Calculators, deflection, H.A. vertical deflection.  
 Calculators, deflection, H.A. lateral deflection.  
 Calculators, deflection, star shell.  
 Calculators, P.I.L.  
 Clocks, range.  
 Clocks, range (transmitting).  
 Clocks, fire control. Admiralty type.

Correctors, range.  
Deflection ready reckoners.  
Discs, P.I.L.  
Discs, rate officers.  
Dumaresqs.  
Dumaresqs, wind.  
Fall of shot and gun recoil contact boxes.  
Fire control tables (low angle, Dreyer and Admiralty type).  
Fuze plates and gear for single gun unit.  
High angle fire control tables.  
Inclinometers.  
Inclinometers, mountings for.  
Inclinometers, slide rules for.  
Inclinometers, spares.  
Indicators, fall of shot.  
Indicators, fuze (Hollands).  
Predictors, fuze.  
Rangefinders.  
Rangefinders, mountings for.  
Rangefinders, periscopes for.  
Rangefinders, windscreens for.  
Rangefinders, desiccators for (hand or motor driven).  
Rangefinders, attachments for (*e.g.* (facepieces)).  
Rangefinders, spares.  
Rangefinders, tools.  
Spotting tables.  
Tactical discs.  
Telescopes, stereo.  
Torpedo deflection sights.  
Wind vanes (direct reading),

and all other fire control apparatus not of a purely electrical character.

3. All instruments and apparatus under manufacture or repair at contractors' works will be inspected and tested by the Admiralty Gunmounting Overseer in conjunction, where electrical work is involved, with the Admiralty District Electrical Engineer. Low angle fire control tables (Dreyer and Admiralty types) and Admiralty type fire control clocks will continue to be tested by a representative of the Captain, H.M.S. "Excellent," in conjunction with the Gunmounting Overseer and District Electrical Engineer.

4. Apparatus of a purely electrical character will continue to be inspected and tested by the District Electrical Engineer, as hitherto.

5. Optical instruments mentioned in paragraph 2, except rangefinders and inclinometers may, in addition, be sent to the National Physical Laboratory for test, as the Admiralty may direct.

6. Optical instruments mentioned in paragraph 2 and their mountings delivered at dockyards are, in addition, to be inspected by the Engineer Manager's Department on receipt to ascertain that no damage has occurred in transit. Fire control instruments delivered at dockyards are similarly to be inspected by the Surveyor of Stores.

..... Dockyard.  
Week ending .....

Instruments, etc., Inspected.	Pattern No., Type, Mark, and Registered No.	Received from.	Date Received.	* Remarks as to whether instrument is serviceable or repairable.

\* *Note*.—If the condition of any of the articles inspected is such that it cannot be attributed to fair wear and tear it is to be so stated in RED in the remarks column, giving the reference number and date of the explanation forwarded to the Admiralty in accordance with Article 978 of Home Dockyard Regulations.

..... Manager, E.M. Department,  
Surveyor of Stores.  
..... Gunnery School Officer.

(B) *Return of Inspection of* .....  
At Works of Messrs. ....  
For week ending .....

(1) Instrument Nos.	(2) Type and Mark.	(3) Pattern No.	(4) Contract No. and Date.	(5) Number of Instruments on Order in Contract.	(6) Number already Despatched to Date of last Return.	(7) Number Inspected during the Week.	(8) Number passed Inspection during the Week.	(9) Remarks.  To include reason for any instruments failing to pass inspection and destination of instruments which pass inspection.

7. At Portsmouth, Chatham and Devonport, the assistance of the local gunnery school should be obtained when necessary.

8. Instruments returned from ships and establishments are similarly to be inspected to ascertain whether their condition is consistent with fair wear and tear, having regard to the service for which they were supplied and the length of time they were in use.

9. Returns of inspections and the results of tests are to be rendered weekly as follows:—

*Return A.*—Instruments inspected and tested at dockyards.

To be signed by yard officers and, when applicable, by an officer from the local gunnery school.

*Return B.*—Instruments inspected and tested at contractors' works.

To be signed by the Admiralty Gunmounting Overseer, and, when electrical work is involved, by the Admiralty District Electrical Overseer.

Blank returns are not required, and a covering letter is unnecessary.

10. Copies of contracts will be forwarded to each of the officers concerned, and dockyard officers are to arrange for this when placing local orders for repairs, etc.

## 2341.—Gun Mountings—Stainless Steel for Trunnion Bearings

(G. 5277/31.—2.10.1931.)

After existing stocks have been exhausted, inner and outer bushes of trunnion bearings, together with the rollers, as fitted to such mountings as 5.5 in., C.P. II, 6 in., C.P. XIV, should, when replacements are necessary, be made of stainless steel to the following specification:—

*Stainless Steel for Roller Bearings.*—Steel of this quality should comply with the following specification:—

Carbon ... ..	0.20 to 0.40 per cent.
Chromium ... ..	12.0 to 14.0 per cent.
Sulphur and phosphorus ... ..	Not greater than 0.04 per cent. each.
Manganese silicon ... ..	As required.

A sample of the steel should be quenched in oil from 950° C. and should then be wet ground and polished, and totally immersed in nitric acid, specific gravity 1.20. The steel should be completely resistant.

Samples of  $\frac{1}{2}$  in. diameter and 2 in. in length are considered most suitable for this test.

This steel where approved to be used for roller bearings, should have a Brinell degree of hardness of 400 minimum.

*Drop Test.*—The hardened races before final grinding are to be dropped through a height of 3 ft. on to a steel plate.

The races and rollers to be carefully examined before assembly, and the assembled bearing to be run under a weight equivalent to two-thirds of the total weight of the gun and cradle for 5 minutes, at a speed of 30 revolutions per minute.

*Shock Test.*—The assembled roller bearing is to be supported on a mandrel fitting the inner roller race and subjected to a blow from a falling weight. A shroud to be placed over the outer roller race, and a crusher gauge to be interposed between this shroud and the falling weight. The amount of compression of the crusher gauge divided into the energy of the falling weight should be equal to the maximum pull of recoil.

2343.—Issued Confidentially.

### 2429.—Ballistics—16 in., B.L., Mark I Gun—E.F.C. Wear and M.V. Data

(G. 5637/31.—9.10.1931.)

The table below showing the E.F.C. wear and M.V. relations for B.L., 16 in., Mark I guns, is based on all information available to date :—

E.F.C.	Mean Wear at 1 in. c.r.	Muzzle Velocity with Charge at 70° F.			
		Full Charge.		Reduced Charge.	
		Cordite M.C.	Cordite S.C.	Cordite M.C.	Cordite S.C.
	in.	f.s.	f.s.	f.s.	f.s.
11	0·070	2,561	2,567	1,936	1,992
20	0·116	2,556	2,562	1,927	1,986
40	0·198	2,548	2,554	1,912	1,974
60	0·265	2,541	2,547	1,900	1,965
80	0·317	2,536	2,542	1,890	1,957
100	0·363	2,532	2,538	1,882	1,951
120	0·402	2,528	2,534	1,875	1,945
140	0·438	2,524	2,530	1,868	1,940
160	0·474	2,521	2,527	1,861	1,935
180	0·509	2,517	2,523	1,855	1,930
200	0·544	2,514	2,520	1,848	1,925

*Notes.*—(i) Measurement of wear is a better guide to loss of M.V. than the number of equivalent full charges fired.

(ii) The figures given for the full charge of cordite S.C. are approximate only, on account of lack of sufficient data with this charge. When further information has been obtained wear data will be incorporated in O.U. 6090 (U).

### 2481.—Torpedoes, 21 in., Mark VII—Leaky Balance and Buoyancy Chambers

(A.S. 4966/31.—16.10.1931.)

With a view to determining the cause of such defects, arrangements are to be made for all 21 in. Mark VII torpedoes found with leaky balance or buoyancy chambers to be returned to torpedo dépôts at the first opportunity for special examination and repair—the number and date of this Order being quoted as the authority.

2. No attempt is to be made to repair the leaks on board.

### 2540.—Drop Keel Releasing Gear in Submarines

(S. 8718/31.—23.10.1931.)

The drop keel releasing gear in submarines is to be secured by a strap and padlock, so as to prevent the gear being operated without unlocking the padlock or cutting the strap.

2. The key of the padlock is to be kept in a locked glass-fronted keyboard, situated as near as practicable to the operating position for the drop keel releasing gear, and the issue of the key is to be restricted to essential occasions under proper safeguards.

3. The drop keel releasing gear is always to be unlocked at collision stations, and when submerged.

4. The key of the drop keel keyboard is to be kept on the ship's keyboard.

5. A responsible officer is to be present when the releasing gear is worked for test purposes.

**2584.—Howitzers, 3.7 in.—Modifications to Sights**

(G. 4256/31.—30.10.1931.)

In order to facilitate the adjustment of the sight with reference to the range plate, the fittings shown on the sketches E.F.O. 122/31 (1-3) are being manufactured and, when available, are to be fitted locally to sights of 3.7 in. howitzers Nos. 1-40.

2. The present "sockets dial sight" are to be replaced by new ones made of manganese bronze.

3. The new parts are being delivered to Portsmouth Yard for distribution.

**2700.—Boxes, Tin, Igniter, Torpedo—Packing Pieces—  
Return to Store**

(A.S. 5475/31.—13.11.1931.)

It has been found that when empty boxes, tin, igniter, torpedo, Mark III, are returned to store, the corrugated brass packing pieces are frequently missing.

2. In order to save expense in preparing the boxes for further service, care is to be taken that the packing pieces are returned in the boxes.

**2752.—2 pdr., Mk. VIII Guns—Supply of New Type  
Drill Ammunition**

(G. 794/31.—20.11.1931.)

Arrangements are being made to supply each of the following ships with 112 rounds of a new type of drill ammunition suitable for use in the 2 pdr. Mark VIII guns:—

"Hood," "Valiant," "Rodney," "Nelson," "Revenge."

2. Further supplies of this ammunition will be made when available, to complete ships carrying this equipment with an allowance of 224 rounds per ship, complete with 224 articulating links and 16 connecting links.

3. On receipt of the first supplies of this ammunition, the use of the dummy ammunition made up with practice projectiles and empty service cases, previously supplied to "Hood," "Valiant," "Rodney," and "Nelson" for drill at this gun, is to be entirely discontinued and all rounds of this type on board are to be returned to a Naval Armament Depot at the first convenient opportunity.

4. In order to obtain distinctiveness together with strength and resistance to rough usage, the new type of dummy ammunition is made of polished steel. It is considered that the use of this type of drill ammunition should make the accidental presence of a live round among drill ammunition readily noticeable.

2758. }  
2804. } *Issued Confidentially.*  
2809. }

**2810.—Star Shell filled prior to 1920—Expenditure**

(A.S./N.O. 2685/31.—27.11.1931.)

Star shell of dates prior to 1920 were filled when this store was in an early stage of development. The times of burning of stars in these shell are approximately half of those given by star shell filled 1920 or later. The former shell are fully serviceable, but in order to eliminate them as quickly as possible it has been decided that they should be given priority in expenditure. Arrangements are therefore to be made by Officers-in-Charge of Naval Armament Depôts for any star shell available, filled prior to 1920,



to be issued in preference to shell filled 1920 and later, and for ships' outfits to be exchanged, where necessary, for the earlier filled shell, as opportunities offer.

2. The quantities of star shell filled prior to 1920 should be reported separately in future stock statements rendered by Naval Armament Depôts.

## 1932

### 17.—Gun Mountings, 15 in., Marks I, I\* and II— Hydraulic Pumping Engines

(G. 7146/31.—1.1.1932.)

The parts enumerated below, suitable for replacements for main pumping engines of 15 in. turrets of "Hood," are in store at Portsmouth Dockyard, and are available for issue if and when required.

2. The items are interchangeable with the pumps fitted in "Queen Elizabeth" and "Royal Sovereign" classes, with the exception of the steam cylinders and crankshafts, which are interchangeable as a whole.

Steam cylinders	...	...	...	...	...	3
Pump barrels	...	...	...	...	...	8
Crankshafts	...	...	...	...	...	2
Plungers	...	...	...	...	...	2
Crosshead, with pin	...	...	...	...	...	1
Crosshead, less pin	...	...	...	...	...	3
H.P. piston rods	...	...	...	...	...	3
Tie rods	...	...	...	...	...	8

3. Demands should be made direct to Portsmouth Dockyard when any parts are required.

### 18.—*Issued Confidentially.*

### 24.—Telephones or Navyphones for Ships to be Fitted with Catapults

(T. 3362/31.—1.1.1932.)

In addition to the communications already arranged, direct telephones or navyphones between the bridge and the catapult positions are to be fitted in ships when the catapults are installed.

2. In ships in which two catapults are fitted, one set of telephones or navyphones is to be provided to each position, except where the two catapults are fitted close together, as in H.M.S. "Exeter."

### 25.—Paravane Towing Wires—Fitting, etc.

(T. 0779/31.—1.1.1932.)

The accompanying table shows the details of the lengths, types of fittings, etc., of all paravane wires, in use for protector paravanes, the H.S.M.S., the T.S.D.S. and the H.S.S.S.

The lengths of wires are not to be varied in any ship without Admiralty authority.

2. Paravane towing wires which have been used and subsequently returned to store are not to be re-issued for further service with paravanes, whatever their condition.

Such wires may be issued for other purposes for which they may be suitable, but if no service is known for which they are likely to be required, they should be condemned and brought to produce at the time of return.

An exception to this may be made in the case of ships fitted with chloro-sulphonic smoke apparatus where the paravane wires are not carried on board permanently, but are drawn from time to time for carrying out exercises and returned to store immediately on their completion. These wires should be re-issued, provided that they are in a serviceable condition for the next similar occasion.

3. The eyesplice in the protector paravane wire and in the depressor wire for the T.S.D.S. and H.S.M.S. is made in the manner described below. In order to ensure the maximum life of the wire, special precautions are taken to avoid chafe against the jaws of the thimble.

The eye is spliced round a  $2\frac{1}{2}$  in. thimble (Pattern 1918), the whole strand being tucked four times and the half strand once, the first tuck commencing about 3 in. below the jaws of the thimble.

Any sharp edges or irregularities in the thimble are removed beforehand, and a strip of leather laid in the thimble so as to form a bed for the wire.

As a protection against chafe, the whole length of the wire forming the eye, down to the point where the tucking commences, is served with spun yarn.

The eye is then drawn together so as to grip the thimble firmly by means of a wire seizing about 2 in. long.

The splice itself is parcelled and served with  $\frac{1}{8}$  in. wire extending from the end of the splice up to the seizing.

All towing wires issued for use with bar or planing shoes or slipping chains should have a link welded into the thimble at the eyesplice, sufficiently large to take a 1 in. joining shackle.

If any wires are found with a thimble other than Pattern 1918, the throat seizing should be removed, the thimble changed and a new seizing put on. Thimbles, Pattern 1918, may be demanded for this purpose, quoting this A.F.O. as the authority for demand. Incorrect thimbles are never to be used for towing paravanes.

4. The method of fitting a towing sleeve is as follows:—

Slide on to the wire in rotation—

- (a) Steel sleeve.
- (b) Brass washer (sleeve, Type D only).
- (c) Rubber buffer.
- (d) Internally coned steel cup.

Put a serving 1 in. long of  $\frac{3}{8}$  in. seizing wire at a distance of  $2\frac{1}{2}$  in. from the end of the sweep wire.

Separate the strands of the towing wire and unlay them up to the serving (i.e.,  $2\frac{1}{2}$  in.). Clean each yarn of wire thoroughly with spirit to remove all trace of grease—this is necessary to ensure a good joint being made.

Bend the wire yarns outwards for  $2\frac{1}{2}$  in. and then bend the end  $\frac{1}{2}$  in. of each yarn inwards at right angles; if bent further the wires are liable to break.

Push the coned cup up till all the wires are inside it, when the cup should project about  $\frac{1}{4}$  in. above the tops of the wires.

Insert the small steel cone into the centre of the unlayed wires.

Wrap a piece of asbestos cotton round the towing wire below the cup to prevent any leakage of white metal. Put a teaspoonful of resin into the cup, but do not use soldering solution.

Melt one pound of white metal in a plumber's ladle and heat the steel cup on the wire, taking care not to injure the temper of the wire. Pour the white metal into the cup and allow it to cool for at least half an hour.

Slide the rubber buffer and steel sleeve into place. Screw in the towing sleeve jaw until it is hard up and in such a position that the slot in the towing sleeve corresponds with the cut-way part in the jaw.

*Note.*—The resin will prevent the white metal from sticking to the cup; so that, when cool, the cone-shaped pudding on the end of the wire is free to turn inside the cup.

The wire serving must not project beyond the lower lip of the towing sleeve when the tow anchorage is completely assembled.

5. (a) It will not be necessary in future to test fitted protector paravane or other towing wires prior to issue to services, as their strength is ensured by the tests of sample lengths of wire carried out by the Admiralty Inspector before acceptance from the manufacturers.

(b) Dockyard officers should use their discretion in the testing of fitted wires which have been in stock for a considerable period.

## PARAVANE ROPES

Description.	Pat. No.	Service.	Length in Fathoms.	Circum. in Inches.	Lay.	Breaking Strain in Tons.	Fitting.	
							Paravane End.	Ship End.
Paravane towing wire rope.	7820	Bow chains, protector paravanes.	28	2½	Right	19	Sleeve, Towing, Patt. 7859	Thimble, Patt. 1918.
	7824	Bow chains, protector paravanes.	35	2½	Right	19	Sleeve, Towing, Patt. 7859	Thimble, Patt. 1918.
	7830	Bow chains, protector paravanes for de- tached cutter. Port.	35	2½	Right	19	Sleeve, Towing, Patt. 8836	Thimble, Patt. 1918.
	7831	Ditto. Starboard ...	35	2½	Right	19	Sleeve, Towing, Patt. 8835	Thimble, Patt. 1918.
	7820A	Planing and bar shoes and slipping chains, protector paravanes.	28	2½	Right	19	Sleeve, Towing, Patt. 7859	Thimble, Patt. 1918, and link, Patt. 7858.
	7824A	Ditto	35	2½	Right	19	Sleeve, Towing, Patt. 7859	Thimble, Patt. 1918, and link, Patt. 7858.
Paravane in-haul rope	7830A	Ditto for detached cutter. Port.	35	2½	Right	19	Sleeve, Towing, Patt. 8836	Thimble, Patt. 1918, and link, Patt. 7858.
	7831A	Ditto. Starboard ...	35	2½	Right	19	Sleeve, Towing, Patt. 8835	Thimble, Patt. 1918, and link, Patt. 7858.
	7832	Cutter span, protector paravanes.	See Note III.	2½	Right	19	Sleeve, Towing, Patt. 7859	Sleeve, Towing, Patt. 8800.
	7826	Merchant ship para- vanes.	50	1½	Right	10-65	Thimble, Patt. 1917, and Shackle, Patt. 2054.	Thimble, Patt. 1917.
	7822	H.S.M.S. ...	150	2½	Right	12-5	Sleeve, Towing, Patt. 7859	Capped with canvas and whipped.
	7827	Depressor, H.S.M.S.	70	2½	Right	19	Thimble, Patt. 1917, and Shackle, Patt. 2155.	Capped with canvas and whipped.
Serrated sweeping rope		Span, H.S.M.S. ...	To suit	2½	Right	19	Thimble, Patt. 1916 ...	Thimble, Patt. 1916.
		Extension, length H.S.M.S.	2	2½	Right	19	Sleeve, Towing, Patt. 7859	Thimble, Patt. 1917. Shackle, Patt. 2155.

Description.	Patt. No.	Service.	Length in Fathoms.	Circum. in Inches.	Lay.	Breaking Strain in Tons.	Fitting.	
							Paravane End.	Ship End.
Neutral serrated towing wire rope. Paravane towing wire rope.	8833A	T.S.D.S. ...	300	2 $\frac{3}{16}$ —	Right	13	Sleeve, Towing, Patt. 8835*	Reeving eye.
	8834A	...	...	2 $\frac{5}{16}$	Left	13	Sleeve, Towing, Patt. 8836*	...
	8827	Depressor, T.S.D.S.	100	2 $\frac{1}{4}$	Right	19	Thimble, Patt. 1918	Capped with canvas and whipped.
Three-stranded wire rope.	8831	Span, T.S.D.S. ...	4' 3"	2 $\frac{1}{4}$	Right	19	Thimble, Patt. 1916	Thimble, Patt. 1916.
	...	Extension, length T.S.D.S.	1	2 $\frac{3}{8}$	Right	19	Sleeve, Towing, Patt. 8800	Thimble, Patt. 1918.
	8828	Float wire, T.S.D.S.	50	$\frac{3}{4}$	Right	2	1 in No. Thimble, Patt. 1915a, etc., and 1 in No. Shackles, Patt. 2152, at each end.	...
Neutral serrated towing wire rope.	8832A	Cutter span, T.S.D.S.	See Note III.	2 $\frac{3}{16}$ —	Right or Left.	13	Sleeve, Towing, Patt. 8800	Sleeve, Towing, Patt. 8800.
Neutral towing wire rope.	—	Paravanes Q, Mk. VI	200	2 $\frac{1}{4}$ —2 $\frac{3}{4}$	Right	15	Sleeve, Type D ...	Reeving eye.

\*Note.—Sleeves, towing, Patts. 8806 and 8808, are to be employed till stocks are exhausted.

Note II.—Wires issued as 13-ton are in future to be referred to as 12-ton wires, as this has been found to be their minimum breaking strain.

Note III.—Cutter spans for protector paravanes and for T.S.D.S. are to be 4 ft. in length between the centres of the sleeve pins.

**28.—32 ft. Pulling Cutters—Allocation—REPORTS**

(N.S. 4247/31.—1.1.1932.)

The introduction of the drop keel type of cutter has led to a transitional period, during which boats with and without drop keels have been in service afloat, and difficulties have arisen, especially in connection with regattas, leading to frequent requests for exchanges of boats.

2. It is not yet possible to withdraw the older type of boat from service, but in order to simplify the existing situation it has been decided that a re-allocation of 32 ft. cutters is to take place.

3. *32 ft. Lug Sloop Rig Cutters with Drop Keels (DZ).*—The number of these boats to be carried is as stated below; any in excess are to be surrendered and cutters without drop keels drawn in their place:—

	<i>Each.</i>
(a) Battleships (except "Iron Duke" class), battle cruisers (except "Tiger"), and aircraft carriers (except "Argus" and "Ark Royal")	2
(b) Cruisers of "Hawkins," "E," "Kent" and later classes	2
(c) "D" class cruisers	1
(d) "C" class cruisers in full commission	1
(e) "Medway" and "Resource"	2
(f) "Adventure"	1

4. *32 ft. Cutters without Drop Keels, and De Horsey rigged Cutters.*—Ships not included in paragraph 3 above are to surrender any 32 ft. lug sloop rig cutters with drop keels, and are to draw boats without drop keels or De Horsey rigged cutters in their place.

5. "C" class cruisers, on being brought forward for service in full commission, are to be equipped with a 32 ft. lug sloop rig cutter with drop keel; on reducing to reserve or on paying-off, they are to surrender this boat and draw, if necessary, a boat without drop keel in its place.

6. The necessary re-allocation is to be arranged as convenient, any alterations to slings or crutches required being put forward as an alteration and addition, but alteration of crutches should be normally within the capacity of ship's staff of ships in commission. Where practicable, exchanges of cutters should take place between ships without the boats being returned to and drawn from a dockyard, and in all such cases of exchanges between ships, reports are to be forwarded by Commanding Officers, through the Administrative Authority to the Admiralty, stating the registered numbers, etc., of the boats affected.

**92.—Ventilation Systems in H.M. Ships—Trials—REPORTS**

(S. 10744/31.—8.1.1932.)

The following instructions regarding the trials of the ventilating systems of H.M. ships are promulgated for information and necessary action:—

*I.—For ships building.*

1. In ships building, trials of the complete ventilation system, including that of the engine rooms, are to be made as soon as the state of the work permits. The following observations are to be made during these trials, and the results reported to the Admiralty:—

- (a) Revolutions, voltage and current taken by the fan motor.
- (b) Static pressure of the air on the inlet and outlet sides of the fan in inches of water gauge.
- (c) The quantity of air in cubic feet per minute passing through the fan. It will usually be found convenient to obtain this by measuring the mean velocity in the suction trunk. It is desirable to take these measurements at a distance of from 2 ft. to 3 ft. from the fan in a region where the flow is reasonably steady.

- (d) Velocity in feet per minute and quantity of air in cubic feet per minute supplied or exhausted through each orifice throughout the whole fan system. Where the orifice is covered by wire grating, and the quantity of air is measured by an anemometer, the gross area of the opening over which the anemometer operates should be taken.

Before the above readings are taken from any particular orifice, it should be ascertained that all the remaining orifices in the system concerned are also supplying (or exhausting) air at their full normal working capacity. In certain instances, however, where desired by the Admiralty, additional trials are to be carried out when the fan is concentrated on certain compartments.

2. At a convenient opportunity during the completion trials of the vessel a further set of trials is also to be carried out under conditions of "action stations, ship darkened."

3. Under conditions of "gas alarm," the organisation for which will be prepared by ships' officers on the lines laid down in C.A.F.O. 3223/30, certain fans will be running under conditions differing from those which obtain during normal ventilation, *e.g.*, they will be drawing air from the open and discharging through purifiers, coolers, etc., or by adjustment of flap valves in the ventilation system, they will be drawing air from between decks and operating as circulating fans. In such cases further trials are to be carried out under these special conditions.

4. Such of the trials described in paragraphs 2 and 3 as would be repeats of those already made under paragraph 1 may be omitted.

## *II.—For completed ships in which modifications are made to ventilation systems.*

In completed ships trials in accordance with paragraphs 1, 2, 3 and 4 above are to be carried out only on the new or altered ventilation circuits.

### *III.—General.*

(a) The results obtained in the trials are to be recorded in tabular form on tracings, which should be made up into book form when practicable. Adjacent to each tabulated statement there should be a diagrammatic sketch of the relevant ventilation circuit, showing the lay-out and sizes of trunks, and the positions and sizes of all louvres and orifices, the latter being numbered for convenient reference.

(b) The trials are for the purpose of ensuring that the ventilation systems are working satisfactorily, and are therefore to be carried out as early as practicable in order that such adjustments or modifications as may be found necessary can be made before the ship completes building or refitting as the case may be.

(c) Where the total output through the fan is exceptionally low and cannot be improved by adjustments, the matter should be reported to the Admiralty. The report should be made by telegram if the ship is lying at a home yard, in order that an Admiralty Constructive Officer may inspect the system and advise on any alteration required.

(C.A.F.O. 3223/30.)

## **131.—Issued Confidentially.**

### **141.—Visual Signalling Equipment in H.M. Ships**

(S.D. 383/31.—15.1.1932.)

It has been approved to issue V/S specifications to Officers Commanding Squadrons and Flotillas.

2. The details in the specifications are, however, to be regarded only as a guide to Flag Officers when forwarding proposed items of V/S alterations and additions, and are not to be considered as the standard to which all ships must be brought.

3. Any V/S alterations arising therefrom, which are beyond the capacity of ships' staffs, will be dealt with on their merits in the same manner as other items of alterations and additions, consideration being given to the remaining life of the ship and the date of the next turn for large repair or periodical refit.

4. Extensive alterations to the older ships generally cannot be approved unless of great importance, but many of the smaller alterations should be within the competence of ships' staffs.

5. When specifications are issued, decisions on future alterations and additions will be promulgated by A.F.O.

### 147.—Machinery Purchased out of Vote 8, Section III— Replace Parts

(D. 15303/30.—15.1.1932.)

In future, all replace parts of a store pattern character, or of a consumable nature, including wire ropes, belts, saws and sawblades, plane irons, drills, emery wheels, dies, milling and other cutters, punches, firebars, firebricks, crucibles, carbon brushes, electrodes, etc., required for Vote 8, Section III, machinery and electrical equipment, are to be purchased as a charge to Section II of Vote 8, whether stocks of the parts are maintained or not, and whether they are of utility for a specific machine only, or are for general use. All other replace parts of machinery are to be purchased as a charge to Vote 8, Section III.

2. This Order does not apply to the purchase of replace parts for gun mountings, torpedo tubes and air compressing machinery which are purchased in a finished condition and are chargeable to Vote 8, Section III, Subhead G.

3. The classification promulgated in A.F.O. 717/30 of purchases of ball and roller bearings, etc., for machinery is not affected by this Order.

(A.F.O. 717/30.)

174. }  
180. } *Issued Confidentially.*

### 188.—Trials involving the Use of Explosive Stores— Issue of A.G.E.O.

(G. 2776/31.—22.1.1932.)

The procedure for carrying out all Naval experimental work, involving the use of explosive stores in H.M. ships and establishments wholly under Naval control, has been under review, and it has been decided to adopt the following system for all trials or experiments which entail:—

- (a) The use of explosive stores other than those of approved Service pattern.
- (b) The use of any explosive stores in connection with other components which are not of approved Service pattern.
- (c) The use of any approved Service explosive store for a purpose other than that for which the particular store was introduced into the Service.
- (d) The use of chemical warfare stores of an experimental nature.

2. Admiralty General Experimental Orders (short title A.G.E.Os.) will be issued by the Admiralty for:—

- (i) Trials ordered by the Admiralty to be carried out in Shore Establishments, Experimental Establishments, Gunnery, Torpedo and Signal Schools, and their respective tenders.
- (ii) Trials initiated by an authority who is directly under the Admiralty, but who has to requisition another establishment, either Naval or Joint Service, to carry out a whole or part of the trials.

For these trials, the initiating authority is to forward sufficient information to the Admiralty to enable an A.G.E.O. to be drafted and issued.

3. A.G.E.Os. may be issued also in respect of trials in ships other than those referred to in paragraph 2 (i), but in such cases Admiralty letters governing the trials will be issued to which the A.G.E.Os. containing particulars of the stores, means of identifying them, and detailed requirements for the trials, will be attached for distribution to the ships concerned.

Alternatively, such trials will be ordered by Admiralty letters only, which will contain, in addition to directions for the trial, full instructions for the stowage, handling and preparation of the stores or a reference to the documents in which these have already been promulgated.

Only stores which have previously undergone preliminary trials satisfactorily will be issued for the trials referred to in this paragraph.

4. Where trials are initiated by departments not wholly and directly under the control of the Admiralty (Ordnance Committee, Chemical Defence Committee, Superintendent of Design or Research Department, Woolwich), and are to be carried out by departments, etc., wholly under Admiralty control, they are not to be proceeded with until full information has been received from the department initiating the trial, giving particulars of:—

- (i) the object of the trials, and
- (ii) full information of the stores to be provided, including their condition as regards presence of explosives or harmful substances.

In the case of chemical warfare stores a representative from the Chemical Defence Research Department will attend the trials and give expert assistance, and instruct those concerned so that there may be no possible misunderstanding as to method of use and the care and maintenance of the stores.

5. Where trials are initiated and carried out in the one establishment the onus of issuing the necessary instructions and ensuring that these are complied with will remain, as at present, with the head of the establishment concerned.

6. No trials with any stores specified in paragraph 1 are in future to be carried out in any of H.M. ships or in any establishment wholly under Admiralty control unless the above procedure has been followed, and, in trials ordered on A.G.E.Os., unless a certificate has been received from the Inspector of Naval Ordnance or his local representative and/or any other department if required by the instructions on the back of the form, certifying that the stores are correctly manufactured and filled and are in accordance with the design quoted. The stores to be used for trials ordered by Admiralty letters of instruction will be issued by the Armament Supply Department and will, therefore, have been inspected and passed in accordance with the normal routine.

7. All stores issued for trials governed by A.G.E.Os. or letters of instruction will be marked distinctly with the number of the relevant A.G.E.O. or letter.

8. Specimen A.G.E.O. forms, as issued for trials of gunnery and torpedo stores, are appended for information.



## ADMIRALTY GENERAL EXPERIMENTAL ORDER

G

(D.N.O.'s Department, Admiralty.)

Approved on Admiralty Docket..... A.G.E.O. No.....

Sheet No. ....

Date.....

Addressed to.....

1. It is requested that the trial described below may be carried out and report forwarded to D.N.O.
2. In all communications the number of the order and the Admiralty docket on which it has been approved must be quoted.
3. Copies have been sent to .....
4. Trial will be carried out by.....at.....

For Director of Naval Ordnance.

*Object of Trial :—**Gun or Howitzer :—**Elevation :—**Carriage or Mounting :—*(A) *Projectiles, Bombs, etc. :—*

No.	Nature and Mark or Design.	Method of Filling.	Weight.	Remarks.

(B) *Fuzes :—*

No.	Nature and Mark or Design.	Filled or Empty.	Gain (if required).	Remarks.

(C) *Charges* :—

No.	Nature and Mark or Design.	Weight.	Remarks.

(D) *Other Stores* :—

No.	Nature and Mark or Design.	Remarks.

Trial not to be proceeded with unless I.N.O.'s certificate signifying the correctness of the stores is forthcoming.

*Instructions and Special Precautions.*

No variation or amplification of the following instructions is to be permitted without the concurrence or approval of the Admiralty.

## ADMIRALTY GENERAL EXPERIMENTAL ORDER

T

(D.T.M.'s Department, Admiralty.)

Approved on Admiralty Docket ..... A.G.E.O. No. ....

Sheet No. ....

Date .....

Addressed to.....

1. It is requested that the trial described below may be carried out and report forwarded to D.T.M.
2. In all communications the number of the order and the Admiralty docket on which it has been approved must be quoted.
3. Copies have been sent to .....
4. Trial will be carried out by.....at.....

For Director of Torpedoes and Mining. -

*Object of Trial :—*

## STORES.

No.	Nature and Mark or Design.	Filled or Empty.	Remarks.

Trial not to be proceeded with unless I.N.O.'s certificate signifying the correctness of the stores is forthcoming.

*Instructions and Special Precautions.*

No variation or amplification of the following instructions is to be permitted without the concurrence or approval of the Admiralty.

**223.—Issued Confidentially.****225.—6 in. Batteries—Watertightness***“Royal Sovereign” and “Queen Elizabeth” Classes and Yards.*

(G. 6285/31.—29.1.1932.)

The difficulty in securing watertightness of 6 in. batteries in ships of “Royal Sovereign” and “Queen Elizabeth” classes has been under consideration, and a revised method of fitting the upper leather aprons, indicated in E.F.O. 163/31, has been adopted in H.M.S. “Revenge.”

2. As these arrangements vary in different ships, when defects occur they should be treated on their merits by dockyard officers in consultation with ship's officers, the details shown in E.F.O. 163/31 being given due consideration.

**257.—Gyro Firing Gear—Collimator Lamp and Dimming Arrangements***“Nelson,” “Kent,” “London,” “Dorsetshire,” “Repulse,” “Royal Sovereign” and “Queen Elizabeth” Classes, “York,” “Exeter,” “Hood,” and “Iron Duke,” “Hawkins,” “E,” “D” and “Carlisle” Classes.*

(T. 3448/31.—5.2.1932.)

As a result of experiments it has been found that lamps, Pattern 1838, are suitable for the illumination of collimators.

2. Dimming switch, Pattern 4162, is to be used in conjunction with this lamp, whilst stocks of switch, Pattern 4162, are available, the switch being wound as follows:—

The first 12 steps of 20 ohms each.

The last 2 steps of 40 ohms each.

3. The modified switches, Pattern 4162, should be demanded from Devonport Dockyard.

4. Lamps, Pattern 1838, should be demanded from storing dockyards on the basis of one lamp spare for each lamp fitted in the case of ships in home waters, and on the basis of three lamps spare for each lamp fitted in the case of ships on foreign stations.

**267.—High Pressure Air Service and Enriched Air Services—Manganese Brass Tubing***Submarines.*

(N.S. 11432/31.—5.2.1932.)

Manganese brass tubing to the new specification is to be installed in submarines of new construction, in order to comply with the specifications for these vessels.

2. For new construction vessels, where tubing to the new specification is fitted, repairs should be carried out with material to the new specification.

3. Special care is to be exercised in stowing the tubing in store, to ensure that tubing to the old specification is not stowed in the same racks as tubing to the new specification and is not issued for services for which tubing to the new specification is required. The two types of tubing are similar in appearance, but the new is described as Manganese Brass and the old as Manganese Bronze in the respective specifications.

4. In future demands, stocks, dues, expenditure, and requirements, of tubing to each specification should be shown separately.

**271.—Soil Pipes in H.M. Ships**

(S. 10760/31.—5.2.1932.)

It has been decided that the practice hitherto followed in H.M. ships of keeping separate the discharges from ablution troughs, urinals and w.c.'s is to be discontinued. In future construction the pipes carrying these discharges may, where convenient, be led into a common soil pipe, efficient traps being fitted.

2. No alteration is to be made in completed ships. The new arrangement is not to be fitted in ships under construction unless it can be worked to more readily than the existing arrangement.

3. If soil pipes and traps are dismantled when ships are refitting, dockyard officers are to ensure that all traps are replaced.

**377.—Bulges—Examination—REPORTS.**

(D. 933/32.—12.2.1932.)

On all occasions when bulged ships are docked a careful examination of the connections of the bulge plating to the armour is to be made, and any studs, bolts, nuts, rivets or other securities showing appreciable signs of deterioration are to be renewed.

2. When the fastenings are in good condition no report is required, but any defects discovered are to be reported to the Admiralty. The nature and extent of such defects should be shown in a summarised form, together with the steps taken to make them good.

**494.—Transmitting Installations—Alterations to Wiring—REPORT***W/T Stations other than those administered by A.C.R.*

(S.D. 134/32.—26.2.1932.)

Consequent on the gradual introduction of new apparatus the original "as fitted" drawings of the transmitting installations at the majority of W/T stations are no longer reliable as a record of the existing lay-out and wiring, and separate action with regard to this is being taken with the stations concerned, more particularly with a view to ascertaining that the safety arrangements as now fitted are adequate.

2. In general, no modification to approved safety circuits is to be made without previous reference to the Commander-in-Chief.

3. Any local alterations made to safety and control circuits of transmitting installations are invariably to be included in the "Quarterly Technical Report" (Form S.1310j—Revised—April, 1931) rendered by shore W/T stations.

**527.—Issued Confidentially.****540.—W/T—Safety Precautions when carrying out Low Frequency W/T Transmission Tests in Hangars***Aircraft Carriers.*

(D.S.D./N.L. 539/32.—4.3.1932.)

In the interests of safety when carrying out low frequency W/T tests in the hangars of aircraft carriers, a condenser is to be introduced as an artificial aerial between the aerial and the earth terminals of the transmitter.

2. The Air Ministry have concurred in the provision for each flight of aircraft fitted with low frequency W/T of one condenser as an artificial aerial which for frequencies between 150 and 300 kc/s. can be either Condenser, Type 12, Ref. No. 10A/2693, or Condenser, Type 7, Ref. No. 10A/2951, with oil dielectric. In the latter case the condenser must be adjusted for a suitable value of capacity about .0003 mfd.

3. The exercise of care will be necessary in using these condensers in the aircraft to ensure that the leads and terminals do not short to the metal-work of the aircraft. Indications on the aerial ammeter will not represent the aerial current obtainable with a trailing aerial, but will indicate that the transmitter is working.

4. This procedure is to be adopted as a temporary measure only, pending the completion at the Royal Aircraft Establishment of investigations into the most suitable form of artificial aerial.

### 619.—Electric Cables and Fittings—Method of Securing in Turrets, also on Bridge Structures, etc., in the Wake of Gun Blast

(T. 586/32.—11.3.1932.)

The following instructions are to be observed in ships building, and also when re-wiring, in the positions mentioned, is necessary in ships undergoing large repair.

#### *Electric cables and fittings in turrets.*

- (i) Wherever considerations of weight, space, accessibility of machinery, and efficient communication between parts of turret, etc., permit, lead-sheathed cables should be carried on non-perforated plating or in conduits.  
Cables, wires, and lamp fittings are not to be fastened directly to the shields or shield supports.
- (ii) Wherever practicable, lamp fittings in gun houses should be attached to the plating carrying the lead-sheathed cables supplying current to the lamp, or where the cables are fitted in conduits, the brackets carrying the lamp fittings should be attached to the conduits.
- (iii) All cable clips, electric fittings, also plating and conduits carrying cables, should be secured by screws or bolts and nuts: welded screw studs should not be used for securing cable clips, fittings and plating, except in cases where their use is the only alternative to the drilling of important watertight structures.
- (iv) Cable clips for lead-sheathed cables should be spaced about half the distance apart specified for general ship work.
- (v) Bends in lead-sheathed cables and wires in close proximity to one another should, as far as possible, be avoided, and all bends should be of maximum radius consistent with appearance and efficiency.
- (vi) Instruments should be fixed to selected positions with a grommet of rubber under the securing lugs.

#### *Electric cables and fittings on bridges and other superstructures in positions subject to gun blast.*

##### (A) *Method of fitting cables.*

- (i) Electric cables are to be secured to perforated plating directly mounted on the ship's structure.
- (ii) Sufficient bight of cable is to be left to allow movement between the instruments and cable anchorage. The gland nuts of deck tubes should be provided with a flare or well chamfered.
- (iii) Stout screws and clips are to be used.
- (iv) Clips for small lead-cased cables should be spaced about half the distances apart that are specified for general ship work.

##### (B) *Method of mounting instruments.*

- (i) All instruments (other than those of pedestal type) and electrical fittings, are to be mounted on plates fastened to the framework of the bridge or other structure. Perforated plating is to be used for small instruments, etc. Plating or straps of thickness compatible with the weight and size of the instrument concerned is to be employed for the heavier instruments, etc.

- (ii) For instruments mounted on plating, etc., the securing bolts are to be insulated by rubber bushes and rubber washers each side of the plating. The bolts securing the plating to the structure are to be insulated by rubber bushes, also washers each side of the plating.
- (iii) In order to secure adequate lengths for the rubber insulating bushes, metal bosses or local thickening plates are to be welded on the plating in the positions where the securing bolts or studs are to be fitted.
- (iv) For pedestal instruments, a base plate is to be bolted to the pedestal, the securing bolts being insulated by rubber bushes and rubber washers each side of the plating. The bolts through the bedding chock or deck planking securing the base plate to the deck are to be insulated by rubber from the base plate. The base plate is to be insulated by rubber from the teak bedding chock or deck planking at all points of contact.
- (v) All instruments are to be secured by stout steel bolts in lieu of brass screws, except that bronze bolts are to be used within 10 ft. of the standard compass.
- (vi) Where instruments having "earth-return" illuminating fittings are mounted on plating that is insulated from the ship's structure, this plating is to be connected electrically to the structure in order to complete the electrical circuit for the illuminating fittings.

Where necessary in ships in commission this work is to be carried out by ships' staffs.

Typical drawings are being prepared by Portsmouth Dockyard and a further A.F.O. will be promulgated when the drawings are available.

As far as practicable, when arranging bridge instruments, priority of consideration should be given to those instruments in which alignment relative to ship is essential so that these are least subject to blast. No relays or other sensitive instruments are to be fitted on outboard screens or in positions where they are likely to be affected by gun blast.

Welded stud fastenings are not to be used for securing cable clips, fittings, and plating, except in cases where their use is the only alternative to drilling important watertight structures.

Cables and fittings on the underside of a deck are to be fixed to plating secured to the beams.

*Note.*—This Order is not to be regarded as authorising alterations and additions to ships generally.

### 659.—Gun Mountings—4 in. Endless Chain Hoists—Separation of Ratchet Wheel from Crank Handle

*"Kent," "London," "Dorsetshire," and "York" Classes.*

(G. 381/32.—18.3.1932.)

In the 4 in. endless chain hoists the ratchet wheel, fitted to prevent the reversal of the hoists when in hand operation, forms part of the crank handle. It is possible, therefore, if the clutch is put over from "power" to "hand" without previously shipping the crank handle that the hoist will reverse. E.F.O. 18/32 shows a method of separating the ratchet wheel from the crank handle which, when carried out will enable the handle to be removed, leaving the ratchet wheel in position on the shaft.

2. The crank handles of all hoists are to be modified in accordance with the drawing by ships' staffs at the first possible opportunity.

3. The modification should be treated as an alteration and addition.

## 668.—Davis Submerged Escape Apparatus—Certain Regulations Governing Use and Maintenance in Submarines

(N.S. 12831/31.—18.3.1932.)

In order to keep officers and men familiar with the use of the Davis submerged escape apparatus (short title D.S.E.A.), and to maintain their confidence in the apparatus, opportunity should be taken to exercise them in its use as frequently as practicable under proper safeguard. When facilities are available, all officers and men in submarines are to requalify in the use of the D.S.E.A. once every 12 months, and if possible, this is to be done in a training tank. On all such occasions the spare sets carried in the depôt ship are to be used if circumstances permit.

2. Experience has shown that in order to maintain the sets of D.S.E.A. in submarines in an efficient condition ready for an emergency, it is necessary to restrict the handling of them, and the following regulations are to be observed in this connection in future.

3. On first supply, or, where supply has already been made, as soon as practicable after receipt of this memorandum, the sets carried in submarines are to be stowed, fully charged, in the special lockers provided, and the securing pins of each locker lid sealed, in the presence of an officer, with a distinctive seal on white tape, so as to prevent access to the set without breaking the seal.

4. The seals are to be inspected weekly to see that they are intact. If a seal is found broken, it is not to be renewed until the set has been inspected by the Flotilla D.S.E.A. Instructor, and, if necessary, recharged.

5. The sets stowed in sealed lockers are to be examined by the Flotilla D.S.E.A. Instructor once every six months. The routine for this examination is as follows:—

- (a) Remove paper clip from front seam of bag.
- (b) Disconnect mouthpiece tube. Examine tube, rubber flange, and connections for elastic. Work mouthpiece cock.
- (c) Ascertain by feel that oxylets are intact.
- (d) Examine bridge of canister.
- (e) Remove canister nut and shake out a small portion of granules in order to inspect them for dampness and dust. If necessary, re-charge with fresh granules.
- (f) Replace canister nut and mouthpiece tube.
- (g) Disconnect oxygen flask, test pressure, boost if necessary, and replace.
- (h) Place paper clip on exhaust valve.
- (i) Inflate bag with oxygen, from a separate supply, through the manifold charging connection, to a pressure of 3 to 4 lbs. per sq. in. and thoroughly examine for leaks.
- (j) Deflate bag, replace paper clip in stowage position, examine exhaust valve and dust out with french chalk. It is essential that the exhaust valve should be perfectly dry before being dusted out.
- (k) See that goggles, waist straps, neck strap, and nose clip are correct.

*Notes.* (i) If either oxylet stem is bent or broken, the D.S.E.A. set should be laid on the bench on its back, and the canister should be disconnected from the front of bag and carefully slid to one side. The old oxylets and their stems can then be removed through the hole in the front of the bag, and new oxylets inserted before re-securing the canister to the bag. If this operation is carefully performed, no granules will be spilt into the bag.

If for any reason it is necessary to remove the canister from the bag, the rubber should be allowed at least two hours to regain its natural shape, after the canister has been replaced, and before replacing the mouthpiece tube.



- (ii) On completion of the CO<sub>2</sub> absorbent trials now being carried out at Fort Blockhouse, it is anticipated that a definite period will be fixed for re-charging with fresh granules.

6. The wearing of the D.S.E.A. in the "ready" position is to be an integral part of the drill at "collision stations" but subsidiary to the safety of the submarine, which must always be the primary consideration.

When the immediate action necessary for the safety of the submarine has been completed, the D.S.E.A. is to be put on by order of the senior officer or rating present in the compartment.

7. Except when specially authorised by the Commanding Officer of the submarine, the sets are to be removed from the lockers on the following occasions only, viz. :—

- (a) In an emergency.
  - (b) At collision stations.
  - (c) For periodical examination in accordance with paragraph 5 above.
  - (d) For examination if locker lid seal is found broken, in accordance with paragraph 4 above.
  - (e) For adjustments of straps on a new rating joining the submarine.
8. After being removed from the lockers for any purpose the sets are to be re-stowed and the locker lids re-sealed under the supervision of an officer who is to satisfy himself on the following points:—
- (a) Oxylets intact.
  - (b) Inflating tube butterfly nut to oxygen flask connection screwed up hand-tight.
  - (c) Mouthpiece cock shut.
  - (d) Nose clip secured to mouthpiece tube.
  - (e) Exhaust valve paper clip secured to front seam of bag.
  - (f) Waist straps correct and goggles present.
  - (g) Absence of oil drips or grease in locker.
  - (h) India rubber bag lying flat and creaseless.

A copy of this list is to be pasted on a board for the use of the supervising officer, who should not rely upon his memory when making the inspection.

9. A set which has actually been used for breathing or demonstration purposes is not to be re-stowed until it has been prepared again for service by the Flotilla D.S.E.A. Instructor.

10. The weekly and 6-monthly examinations mentioned in paragraphs 4 and 5 above are to be recorded in the ship's log.

11. All D.S.E.A. stores in stock at dockyards are to be examined in January, or as soon afterwards as practicable, at home by a representative of R.A.(S), and abroad by the Flotilla D.S.E.A. Instructor.

(A.F.O. 1420/33)

## 671.—20-ft. Motor Boats—Replacement by New 25-ft. Motor Boats

*Destroyers of "Acasta" and later classes.*

(D. 1266/32.—18.3.1932.)

It has been decided that all 20-ft. motor boats attached to destroyers of "Acasta" and later classes are to be replaced by new 25-ft. motor boats.

2. The replacement of the 20-ft. boats will be spread over a period of five years, and the new 25-ft. boats will be ordered as follows :—

				No. of New	Ships to which allocated.
Year.				25-ft. Motor Boats.	
1932	...	...	...	3	"Codrington" and two "A" class.
1933	...	...	...	4	4 "A" class.
1934	...	...	...	4	{ 2 "A" class.
					2 "B" class.
1935	...	...	...	4	4 "B" class.
1936	...	...	...	3	3 "C" class.

3. The boats will not be delivered until late in the year following that in which the order is placed.

**673.—Aircraft—Holding-down Gear**

(S. 525/32.—18.3.1932.)

In future, holding-down gear for aircraft embarked in H.M. ships, other than aircraft carriers, will be supplied to the ship and not with the aircraft, and will be retained on board on Naval charge for use in securing aircraft which may be embarked from time to time.

2. As the gear is experimental, and still under trial, it will continue to be supplied by the Air Ministry pending standardisation; but when it is standardised, arrangements will be made for its supply from Naval sources.

**765.—Gyro-Compass—Leaks in Rotor Casings**

(C.D. 27/32.—1.4.1932.)

The vacuum gauge on the rotor casing of the gyro-compass is marked for pressures above atmospheric in lbs. per square inch, and for pressures below atmospheric in inches of mercury. The latter readings, therefore, should be compared with the reading of the barometer at the time.

2. When gyro-compasses are re-conditioned at Slough, the vacuum gauges on the casings are set so that their readings are equal to the height of the barometer less the absolute pressure in the casing.

Gauges so set are distinguished by having the letter "A" painted in black on the inside of the glass.

3. Casings should be exhausted so that when the casing is cold the difference between the height of the barometer and the reading of the gauge (after being lightly tapped) is about 2 ins.

4. If the hand pump used is really efficient the above result can be obtained by pumping out the casing when cold. But if the pump is not in good order a higher vacuum may be obtained by exhausting the casing when hot.

5. Under the conditions in paragraph 3 above the gauge on a vacuum-tight casing may read 25 or even lower when the compass is at its running temperature.

6. Casings should not be condemned for defective vacuum unless it is found that the barometric height minus the gauge reading (taken when the casing is cold) increases from day to day.

7. In order to avoid sudden stresses on the casing, on all occasions when the vacuum is released, the operation must be carried out very gradually, the valve being opened so that the drop of the first 5 inches takes one or two minutes.

8. A.F.O. 138/31 called attention to the fact that any attempt to tighten up the nuts on the 3-phase terminals on the casing must inevitably break the sealing. Furthermore great care should be taken not to use undue force when tightening up the screws which hold the 3-phase leads on the terminals as this also may easily introduce a leak.

(A.F.O. 138/31.)

**843.—Cases, Charger, .303 in., and Chargers, .303 in. Cartridges**

(A.S. 1192/32.—8.4.1932.)

As the "Cases, charger, .303 in.," and "Chargers, .303 in. cartridges," supplied with .303 in. ammunition (vouchered to H.M. ships, etc., as "Cartridges, S.A., ball, .303 in., in chargers," are capable of being reconditioned for further use, arrangements are to be made, where not already in force, for the cases (leatherboard) and chargers (steel) to be recovered after each firing of S.A. ammunition, to be taken on Voluntary Charge in the Ship's or Range Officer's Naval Armament Store Account (Vote 9), and returned to the nearest Naval Armament Depot as convenient opportunities offer.

(C13735)

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896. } *Issued Confidentially.*

**942.—Gun Mountings, 2 pdr., H.A., Mark II—Modifications to Sights and Firing Gear—REPORTS.**

*Ships and Yards concerned.*

(G. 161/32.—22.4.1932.)

**944.—Blank Ammunition for 3·7 in. Howitzers**

(A.S. 991/32.—22.4.1932.)

It has been decided to maintain a small stock of blank ammunition for 3·7 in. howitzers for use, if required, on ceremonial occasions.

2. Components sufficient for making up 100 rounds will be distributed, when available, to each foreign station concerned (except East Indies Station, where components for 150 rounds will be required to be maintained), to be held by Armament Supply Officers at the disposal of Commanders-in-Chief, as may be required.

**955.—W/T Offices (Compartments, etc.) in H.M. Ships—Ventilation—REPORTS**

(S.D. 29/32.—22.4.1932.)

The ventilation requirements for W/T offices and compartments in H.M. ships are included in hull specifications for ships of new construction. Modifications to these, and all requirements for existing ships, will be promulgated in Admiralty Fleet Orders, issued from time to time, as occasions arise. All clauses in W/T fitting-out specifications on the subject of office ventilation are, therefore, to be considered cancelled, and ventilation systems are to be in accordance with instructions given hereunder, such arrangements being subject to any modifications which may appear in Orders issued at a later date.

2. When punkah louvres are fitted in W/T offices and compartments, the louvres, if of the old pattern, are to be so fitted that they point upwards when in the "shut-off" position. This is in order to allow an operator to obtain a maximum delivery, inclined downwards, when required. In the new pattern louvres a sliding shutter is fitted which gives complete control of output in all directions.

3. The various W/T offices, for which ventilation may have to be arranged, may be divided, for ventilation purposes, into five main classes, as follows:—

W/T office, Class A.—Consists of a non-soundproof office for W/T apparatus (W/T transmitting room), generally containing, or adjacent to, a sound-insulated central receiving room. This type of office will also, in general, have a coding office adjoining. Offices in this class are main W/T offices of heavy ships, aircraft carriers and cruisers.

W/T office, Class B.—Consists of a non-soundproof office fitted with two or more silent compartments, each containing a separate small set. Offices in this class are auxiliary W/T offices of heavy ships and cruisers, and some second offices in heavy ships.

W/T office, Class C.—Consists of a non-soundproof office containing one silent compartment or cabinet. Offices in this class are ships' standard second and small auxiliary offices, destroyers' and flotilla leaders' standard main office, etc.

W/T office, Class D.—Consists of a non-soundproof office only, without inner compartments. A destroyer's fire control W/T office is an example of an office of this class.

W/T office, Class E.—Consists of a silent compartment only. Offices in this class are old submarine offices, flotilla leaders' second W/T offices, and old destroyers' main offices, etc.

Modern submarines are not covered by this Order as their W/T offices are supplied from the ship's ventilation system.

4. *Ventilation of W/T Office, Class A.—New Construction and Existing Ships.*—The supply to this type of office is to consist of two separate trunks, one having a 7½ in. supply fan of high speed type and the other a 12½ in. fan. The trunk supplied by the 12½ in. fan constitutes the supply for the W/T transmitting room, etc., and is to be kept clear of the central receiving room except as stated below; the other trunk is to form a separate supply to the central receiving room. A cross connection is to be fitted from the transmitting room fan to the supply trunk to the central receiving room, for emergency use in case of breakdown of the fan to the latter. A hinged throttle is to be fitted at the junction of the trunks from the two fans to enable the trunk from the fan not in use to be closed. A diagrammatic arrangement for a Class A office is shown on E.F.O. 28/32 (1).

(a) *Transmitting Room, etc.*—The supply trunk is to be led direct into the office and is to have a branch trunk to the coding office. The trunks are to be fitted with punkah louvres of approved type, as necessary. A sliding or hinged relief shutter is to be fitted at the end of the supply trunk remote from the fan, so that, by opening this shutter, the back pressure on the fan may be relieved when the punkah louvres are wholly or partly shut off. In addition a small opening is to be cut in the supply trunk outside the W/T office and fitted with a hinged door which can act, when open, as a deflecting baffle and which can also be locked in various positions. The amount of air entering the W/T office can be regulated by means of this door, which should, in general, be locked shut in hot weather. During cold weather it should be set and locked, as necessary, by the ventilating officer of the ship. The exhaust trunk, which is to be led from above and behind the valve panels, is to be sufficiently large to act as a natural exhaust to the receiving room as well as to the transmitting room, etc. An opening is to be provided between the coding office and transmitting room to serve as exhaust for the former. The ventilation trunks must not cross over the cage space or valve panels unless the head-room in the office is such that the underside of the trunk at its lowest part will be not less than 6 ft. 6 in. from the deck.

(b) *Central Receiving Room.*—The supply and exhaust trunks to the central receiving room are to be led direct into and out of the compartment, and are to be well separated and fitted clear of the receiving bays so as not to interfere with the lay-out of the various instruments. They are to be insulated, as necessary, with soundproof material where they connect with the compartment, to prevent external noises entering by way of the trunks. The portion of the supply trunk inside the compartment is to be of wood led along the crown of the room directly over the operators' chairs, and is to be provided with punkah louvres of approved type fitted so that with the louvres in their central position the air is directed towards the instruments in front of the operators. One punkah louvre is to be fitted to each single bay and two to a double bay. Punkah louvres, as necessary, are to be fitted on the other vertical side of the wood trunks to ventilate the centre of the compartment. The trunk is to be fitted with relief shutter at the end remote from the fan and deflecting baffle outside the compartment, as described above for the transmitting room trunk. The exhaust air is to be led direct from the top of the room into the transmitting room over the valve panels towards the main natural exhaust referred to in (a) above. A small baffle box, similar to that shown on Drawing E.F.O. 28/32 (5), is to be fitted to the exhaust

aperture from the receiving room, just outside the compartment. The size of the aperture in the baffle box is to correspond to the approved exhaust aperture from the compartment. Ventilation, or other trunks from compartments in the vicinity, are to be kept clear of the central receiving room.

5. *Ventilation of W/T Office, Class B.—New Construction and Existing Ships.*—The supply to this type of office is to consist of one main ventilation trunk fed from a  $7\frac{1}{2}$  in. high speed fan. This trunk will supply the non-soundproof part of the office and is also to have a separate branch for supply to each silent compartment. The arrangement and fitting of punkah louvres, relief shutter, and deflecting baffle, also the arrangement for sound insulation of trunks entering silent compartments described in paragraph 4 above, apply equally to a Class B office. The main exhaust is to consist of a natural exhaust trunk of suitable size. Each silent compartment is to have a small baffle box fitted to the exhaust aperture, similar to that described in paragraph 4 (b) above. A diagram of this arrangement is shown on E.F.O. 28/32 (2).

6. *Ventilation of W/T Office, Class C.—(a) New Construction—and where new work involved.*—For an office of this type fitted below the weather deck the ventilation arrangements are to be identical with those described in paragraph 5 above for a Class B office. If the office is fitted above the weather deck, means are to be provided for utilising natural ventilation, under all conditions, in vessels where on certain occasions power supply for running the fans may not be available. The necessary windows, etc., are specified in W/T specifications for this class of office, but it is necessary to provide adequate ventilation when the ship is darkened. For this purpose, standard light-excluding ventilators are to be provided for the scuttles of non-soundproof bulkheads and special light-excluding ventilators to be provided for the hinged rectangular windows of silent compartments. These arrangements for natural ventilation are to be additional to the artificial supply system except in W/T offices which are not in constant use, where natural ventilation only may be accepted. Fans are necessary for all offices in which batteries are contained. Each weather deck office is, therefore, to be treated on its merit. The fitting of natural ventilation is particularly important in ships where steam is not kept up in harbour and power for fans may therefore not be available.

(b) *Existing Ships.*—The ventilation arrangements for Class C offices in existing ships are to consist of a supply trunk fed from a  $7\frac{1}{2}$  in. fan of low speed type, the delivery to the office being through ordinary louvres. In order to ensure an adequate supply of air to each compartment these louvres are to be fitted with baffles or with bell-mouth branches, as may be most suitable. In view of the decision to remove or to blank up baffle boxes and baffles, *vide* paragraph 11 below, and to discontinue the use of circulators, a branch from the main trunk to the silent compartment or cabinet is required. No relief shutter or deflecting baffle is required to the supply trunk when a low speed fan is fitted. The exhaust arrangements for this class of office are to be the same as for a similar office in a new construction ship. If the above system with a low speed fan is found unsatisfactory in an existing ship, a high speed fan is to be substituted for the low speed fan and the ventilation system to be brought into line with new construction arrangements. This may necessitate increasing the natural exhaust aperture.

Diagrams for both new construction and existing ships are shown on E.F.O. 28/32 (3).

7. *Ventilation of W/T Office, Class D.*—The ventilation arrangements described in paragraph 6 above for a Class C office apply equally to Class D, except that in the latter there is no silent compartment and no branch supply is therefore required. A further exception is that the fan should be a 5 in. high speed supply fan instead of a  $7\frac{1}{2}$  in. fan. The distinctions in paragraph 6 between new construction and existing ships, also between weather deck offices and those below, are applicable to Class D. Diagram of arrangement for new construction is shown on E.F.O. 28/32 (4).

8. *Ventilation of W/T Office, Class E.*—The arrangements described in paragraph 6 are also applicable to Class E, except that the fan should be a 5 in. high speed fan. As the office consists of a silent compartment only, the

supply trunk entering is the main trunk instead of a branch; similarly the exhaust from the compartment is the main exhaust. The distinctions between new construction and existing ships, also between weather deck position and otherwise, hold good. Diagram of arrangement for new construction is shown on E.F.O. 28/32 (4).

9. *Offices containing Arc Sets, Types 14, 15 or 16.*—An office which contains an arc set, Type 14, 15 or 16, must always be provided with an exhaust fan. This is a special case and is to be provided in any class of office in which one of these sets is fitted.

10. *W/T Battery Cupboards.*—Where a battery cupboard is fitted inside any portion of a W/T office, arrangements are to be made for the provision of a supply of fresh air to the cupboard for cooling purposes, and in order to remove gases given off when charging batteries. The supply to the cupboard is to be made by means of a branch pipe from the main supply trunk of the office to the aperture at the bottom of the cupboard. This pipe is to be  $1\frac{1}{2}$  in. diameter. When the supply trunk is fitted, any other hole at the bottom of the cupboard is to be blanked up. The exhaust trunk is to be 3 in. diameter except in cupboards already fitted with larger trunks. The exhaust trunk is to be led into the main exhaust trunk of the office well above the roof of the office to ensure no back draught into the office, or else by a separate exhaust direct to the open air, whichever may be the simpler arrangement. Where a battery cupboard is fitted in a compartment other than a W/T office, similar provision for the ventilation of the cupboard is to be made, the supply and exhaust arrangements being modified to conform to the ventilation arrangements of the compartment. The ventilation fans supplying air to battery cupboards for cooling are always to be run continuously for one hour after battery charging has ceased. This is in order to ensure that all gases will be cleared from the battery cupboard and obviate the risk of explosions.

11. The ventilation systems as described in the foregoing paragraphs involve an important departure from what constituted standard practice over a considerable period, viz., the omission of baffles, baffle boxes and circulators. The baffles and baffle boxes formerly used in the supply and exhaust ventilating arrangements of silent compartments and cabinets (including central receiving rooms) will be omitted in future, trunks being led direct, except as stated in paragraph 4 (b). In existing ships it may, in some instances, be found more expedient to allow the baffle boxes and baffles to remain, so as to avoid disturbing existing instruments, wiring, etc. In such instances the apertures to baffle boxes are to be blanked up and the ventilation supply and exhaust trunks are to be re-arranged so as to discharge into or withdraw from the silent compartment or cabinet direct. It will be noted that in all the ventilation arrangements described above which concern silent compartments and cabinets a small baffle box similar to that shown on Drawing E.F.O. 28/32 (5) is to be fitted in the exhaust trunk. Care is to be taken that all the trunking, in particular the exhaust trunking, is of adequate size.

12. W/T offices of all classes are to be lagged, where necessary, to provide against considerable rises of temperature due to external sources of heat in the vicinity. All supplies to fans and exhaust from compartments are to be carried well up and direct to the open air in a position as free as possible from gun blast and hot air, the tops being protected so that spray cannot reach the office.

13. The electrical supply for all W/T office ventilation fans is to be treated as a W/T circuit, and is therefore to be wired from the appropriate distributing board or box inside the office so as to ensure a duplicate supply from the ring mains. The switches controlling ventilation fans are to be fitted inside the W/T office.

14. The fitting of ventilating arrangements and modification to existing systems are not to be carried out without prior Admiralty approval; sketches are to be submitted, as necessary, together with an estimate of any extra cost involved and rebate for any specified work omitted, for approval before the work is taken in hand.

15. An item to include any modifications necessary to comply with the provisions of this Order, or as many as are not already carried out, is to be included in the next list of alterations and additions submitted for battle-ships, battle cruisers, cruisers and aircraft carriers. In those W/T offices where the ventilation is satisfactory, proposals for alterations should not be made even if the arrangements are not entirely in agreement with those outlined above. If lists have already been forwarded, a supplementary list is to be forwarded to cover this item.

### **960.—Engine Room Hatch Cover Plates—Jointing Material** *Submarines.*

(D. 2641/32.—22.4.1932.)

The joints of engine room hatch cover plates in H.M. submarines are to be re-made with dexine when the plates are next removed for shipping or unshipping machinery, or for any other purpose.

2. Similar arrangements are to be made in H.M. submarines now under construction.

### **1007.—Instruments Fitted and Supplied for the Control of Gunfire—Statement**

(G. 1792/32.—29.4.1932.)

The statement is to be prepared in the first instance by the shipbuilders for a vessel built by contract, and by the dockyard officers for a vessel built, or reconstructed, at a Royal dockyard. The statement should be prepared in conjunction with the ship's officers and signed by the Commanding Officer and the dockyard officers or Admiralty Ship Overseer.

2. The Naval Store Officer should be associated with the report.

3. A statement, in manuscript, should also be rendered of the instruments approved to be supplied but not received, quoting the authority for supply.

4. The statement is to be prepared and rendered subsequently by ship's officers as ordered by the Admiralty.

5. The forms will be issued by the Admiralty as occasion arises, and are to be rendered in duplicate, one other copy being retained in the ship.

### **1011.—*Issued Confidentially.***

### **1022.—Export and Import of Government Arms and Ammunition—Procedure**

(N.L. 40/32.—29.4.1932.)

#### **EXPORT.**

The **export** of arms or ammunition from the United Kingdom is prohibited by the Arms Export Prohibition Order, 1931, except under licence from the Board of Trade. It has been agreed that the department responsible for the export of Government arms or ammunition will send to the Collector of Customs at the port of shipment, either before or at the time of shipment, a certificate that the goods (properly described so as to be identifiable) are being shipped by their authority.

2. The following Admiralty officers (or officers deputed to sign on their behalf) are authorised to sign these certificates:—

Chief Superintendent of Armament Supply.  
 Naval Armament Supply Officer, Woolwich.  
 Senior Armament Supply Officer, Upnor.  
 Senior Armament Supply Officer, Priddy's Hard.  
 Senior Armament Supply Officer, Bull Point.  
 Deputy Armament Supply Officer, Plymouth.  
 Deputy Armament Supply Officer, Chatham.  
 Superintendent, R.N. Torpedo Factory, Greenock.  
 Torpedo Engineer Officer, Portsmouth.  
 Torpedo Engineer Officer, Chatham.  
 Torpedo Engineer Officer, Devonport.  
 Torpedo Engineer Officer, Weymouth.  
 Mining Engineer Officer, Frater.  
 Mining Engineer Officer, Wrabness.  
 Engineer Managers or Chief Engineers, H.M. dockyards at home.  
 All Engineer Overseers and Gun Mounting Overseers.  
 Superintending Naval Store Officers or Naval Store Officers,  
 H.M. dockyards at home.  
 The Superintendent, Naval Store Dépôt, West India Docks, E.

3. The certificate should be forwarded by the officer who requisitions freight direct to the Collector of Customs at the port of shipment immediately on receipt of shipping instructions from the Director of Sea Transport.

4. The articles to which the Prohibition of Export Order and the above arrangements apply are the following:—

- (i) Cannon and other ordnance and component parts thereof;
- (ii) Carriages and mountings and accessories for mountings for cannon and other ordnance and component parts thereof;
- (iii) Cartridges, charges of all kinds, and component parts thereof;
- (iv) Explosives of every description;
- (v) Firearms of every description and component parts thereof;
- (vi) Grenades and component parts thereof;
- (vii) Machine guns, interrupter gears, mountings for machine guns, and component parts thereof;
- (viii) Projectiles of all kinds (except air-gun pellets) and component parts thereof;
- (ix) Mines, land or sea, and component parts thereof;
- (x) Depth charges, apparatus for the discharge of depth charges, and component parts thereof;
- (xi) Bombs, bombing apparatus, and component parts thereof;
- (xii) Flame-throwers and component parts thereof;
- (xiii) Fuzes and component parts thereof;
- (xiv) Torpedoes and component parts thereof;
- (xv) Torpedo tubes, or other apparatus for discharging torpedoes;
- (xvi) Fire-control and gun-sighting apparatus and component parts thereof;
- (xvii) Appliances for use with arms and apparatus exclusively designed and intended for land, sea or aerial warfare;
- (xviii) Bayonets, swords, and lances, and component parts thereof;
- (xix) Tanks and armoured cars and component parts thereof;
- (xx) Aircraft, assembled or dismantled, and aircraft engines.

Attention is called to the items comprised in the Rate Book for Naval Stores which come within the scope of this arrangement, *e.g.*, fire-control instruments, smoke floats, and rangefinders.



## IMPORT.

5. The importation into the United Kingdom of the following is prohibited by Order in Council of 24th March, 1931, except under licence from the Board of Trade:—

Firearms, lethal, and other lethal weapons from which a missile can be discharged, including parts of such firearms or weapons.

Ammunition, including grenades, bombs, and other similar missiles, whether such missiles are capable of use with a firearm or not, and components of such ammunition.

6. It has been agreed that all consignments of arms and ammunition sent to the United Kingdom from Naval establishments abroad shall be clearly addressed to one or other of the officers in the list given in paragraph 2 above.

### 1062.—Director Firing Gear—Repeat “W” Type Director Sights, Marks IV and V—Failure of Training Limit Stop Gear

*“Codrington” and “Acasta” Class and “Keith” and “Beagle” Class Destroyers.*

(G. 1973/32.—6.5.1932.)

Instances have occurred recently in which the training limit stop gear fitted in repeat “W” type director sights, Marks IV and V, has failed to function correctly, thereby causing damage to the training pinion teeth.

2. The following instructions are promulgated with a view to obviating the possibility of further failures:—

- (a) The gun-metal bearing bracket and the vertical spindle of the stop gear should be examined to ascertain whether any stiffness, indicating strain, is present (*e.g.*, such as could have been introduced by faulty slinging). In the event, the bracket should be re-aligned.
- (b) Care is to be taken that the spindle works freely in the bearing bracket. Provision is made for lubricating the bearing from an oil box situated on the upper portion of the sight casing, and lubrication should be carried out at regular intervals.
- (c) A stronger spring is to be fitted to the stop gear having the following dimensions:—

Diameter of wire—.064 inch.

Mean diameter of spring—.5 inch.

No. of turns—24.

Material—steel.

It will be seen that this spring is longer than the one now fitted, and the arm on the stop gear quadrant must be shortened as necessary. The length of this arm is to be so arranged that there is a fair amount of tension on the spring when the gear is in the neutral position, *i.e.*, when the roller is housed in the indentation on the cam ring.

4. The work should be carried out by ships' staffs, assisted as necessary by depot ships.

**1070.—Cartridges, Signal, 1 in.—Firing Precautions**

(G. 1793/32.—6.5.1932.)

Experience has shown that there is a very slight risk of a premature explosion occurring in the pistol with Very's lights in supply.

2. From trials that have been carried out it appears that, should a premature occur, the fragments of the pistol are more likely to be projected horizontally than downwards.

3. The following precautions are therefore to be taken whenever Very's lights are fired:—

(a) Where conditions admit, the pistol is to be lashed to a support above the level of the heads of men in the vicinity, and is to be fired by a lanyard.

(b) Where conditions do not admit of (a), the pistol is to be held at full arm's length above the head of the firer, who should keep his head down.

(c) In all cases, other persons are to stand clear.

4. Sketch E.F.O. 33/32 shows a convenient form of clamp for holding a 1 in. Very's pistol to comply with paragraph 3 (a). Clamps should be made if desired by ships' staffs.

**1081.—Fire Row Tubes in certain Admiralty Three-drum Type Boilers—Lettering**

(E.-in-C./D. 5390/32.—6.5.1932.)

It is reported that a certain amount of confusion has occurred when demands have been made for replace boiler tubes of "A" row for those boilers in which the fire row tubes are alternately bent to different radii.

2. To ensure a correct understanding of the type of tube required in such cases as described above drawings and sketch plates in ships and dockyards of boilers so fitted are to be modified as follows:—

Tubes now lettered "row A, bent alternately at top and bottom to longer radius," should be lettered A1 and A2, the former being the one having the larger radius at the steam drum end of the tube, the latter having the larger radius at the water drum end as fitted in the boiler.

**1083.—W/T—Replacement of Battery of 40 Inert Cells, Pattern 4976, by 50-volt Accumulator Batteries, in Ships with Receiver-Outfits QK and QL—REPORT**

(N.S. 13686/31.—6.5.1932.)

Approval has been given for the fitting of a 100-volt anode battery, consisting of four batteries, Pattern 6034C, in ships fitted with receiver outfits QK and QL. This entails the replacement of the battery of 40 inert cells, Pattern 4976, at present allowed for this service, by two batteries, Pattern 6034C, fitted in the battery cupboard.

2. Ships concerned are to insert an item in their next list of alterations and additions to have their battery cupboards modified, quoting this Order as authority.

3. The replacements will be spread over three years.

4. The order in which the ships are to be taken in hand will be decided by the Admiralty, and the ships concerned are then to demand the following standard stores :—

<i>Pattern.</i>	<i>Description.</i>	<i>Quantity.</i>
4546	Terminal block, single pair ...	1 Not if boards 2F or 2G charging are fitted.
4548	Lampholder on wood base ...	2
1760	Lamp, incandescent, C.F., 16 c.p., 100 volts	2 } According to ship's voltage.
8047	Lamp, incandescent, C.F., 16 c.p., 110 volts	
2119	Lamp, incandescent, C.F., 16 c.p., 220 volts	
5997	Switch, 4-pole, charge-discharge ...	1
6034c	Battery, accumulator, 24 volts ...	4
328	Switch, small non-watertight ...	1
1097	Cradle for four batteries, Pattern 6034c ...	2
6036	Bolt, connecting, spare for Pattern 6034c ...	8
6035B	Cell, spare, for Pattern 6034c ...	4
1098	Fittings, set of, for Pattern 1097 cradle ...	2 sets.
1133	Insulator, porcelain pillar, 1½ in. ...	8
9977	Ring, jointing (box of six), 2½ in. × 2½ in. × ½ in.	3 boxes.

In addition to the above, the four batteries, Pattern 6034/A/B, already supplied to these ships are to be converted to Pattern 6034c by ship's staff when the battery cupboards are modified as ordered in paragraph 2. To modify these batteries :—

- (a) Unscrew the butterfly nuts and remove the lead-plated brass washer and the wooden top.
- (b) Unscrew and remove the lead-plated brass studs.
- (c) Alter the pattern number to read 6034c.

5. When the crates of batteries, Patterns 6034/A/B, have been modified as ordered above there will be no difference to a battery, Pattern 6034c, excepting that the battens at the sides of the converted articles will be half an inch narrower and the instructions for charging (which have hitherto been on the underside of the lid of the crate) will not be available on the battery. The charging rates for these batteries are, however, given in Notes on W/T Sets, BR.222.

The following stores, at present supplied to these ships, are to be returned to store and are to be taken into stock at arisings values.

Pattern 6230.	Box for 40 cells, Pattern 4976	...	...	...	1
Pattern 6927.	Cradle for two batteries, Pattern 6034/A/B	...	...	...	2

6. The fact that the above conversion has been made is to be reported in the next subsequent W/T report.

## 1182.—Submarines—Divers' Connections

(S. 956/32.—13.5.1932.)

A screwed cap with jack chain is attached to each diver's connection in submarines on the inboard side, for use in the event of leakage of the valve.

It has been decided to abolish these caps, and they should accordingly be removed in all submarines.

The normal condition of the diver's connection is to be as follows :—

Valve shut.

H.P. flexible hose connected to diver's connection inside the hull.

End of flexible hose clipped up close to the connection on the H.P. air line, but not connected to it.

### 1245.—Director Firing Gear—H.A.C.S. I—Modification to Aldis Telescope Holder

*Yards, Ships and Gunnery Schools concerned.*

(G. 02749/31.—27.5.1932.)

As a result of experience with H.A.C.S. I director sights, it has been found desirable to modify the position of the holders for the Aldis unit magnification telescopes.

2. The parts necessary for this modification are being manufactured at Chatham Yard, and ships concerned should include an item to cover the work in the next list of alterations and additions.

3. Refitting yards are to demand the necessary fittings from Chatham Yard. The necessary drawings should be supplied with the fittings.

1251. }  
1252. } *Issued Confidentially.*  
1255. }

### 1316.—Fuelling of H.M. Ships with Aviation Spirit—Provision of Standard Fuelling Connections

(E.-in-C./N.S. Fuel 1010/32.—3.6.1932.)

In aircraft carriers and other H.M. ships fitted to carry aviation spirit in bulk it has been decided to adopt two standard sizes for fuelling connections. Particulars of these connections are shown on the diagram (E.F.O. 45/32) and all vessels concerned are to make arrangements to carry on board one or more adaptors (according to the number of filling positions which may be in use at any one time) of the design indicated on the diagram.

2. Arrangements have been made, through the Air Ministry for all supply contractors to provide suitable mating connections.

**1437.**—*Issued Confidentially.*

### 1438.—Gun Mountings, 4.7 in., H.A. XII—Size $\frac{1}{2}$ V.S.G. Motors for Rammer

(G. 1418/32.—17.6.1932.)

The rammer motors of all 4.7 in., H.A., XII mountings are to be examined by ships' staffs, and where defects are discovered an item is to be included in a defect list for refit by the dockyard at the next opportunity.

2. *Dockyards only.*—In the course of making good the defects referred to above, the keys and keyways of the flexible coupling are to be brought to plan size and india-rubber bushes are to be substituted for the present leather bushes (in accordance with Sketch E.F.O. 53/32). In fitting the bushes, the clearance between the end of the rubber bush and the reduced nut should be closely adhered to.

The india-rubber bushes should be obtained by local purchase and the work should be treated as a defect.

**1440.—Issued Confidentially.****1445.—Fuzes, Time, for H.E., Star and Target Smoke Shell—Supply Arrangements**

(A.S. 2745/32.—17.6.1932.)

The following further modifications are to be made forthwith in the arrangements for the supply of time fuzes for H.A. guns and for star shell firings, viz. :—

Fuze No. 80/44 is to be used for H.E. (T.F.) shell firings from Q.F., 3 in., H.A. guns, in all ships other than "D" class leader and destroyers ; "S" class submarines and vessels of later construction, until stocks are exhausted, when Fuze No. 198 is to be used for this purpose.

Fuze No. 198 is to be used for H.E. (T.F.) shell firings from Q.F., 3 in., H.A. guns in "D" class leader and destroyers, "S" class submarines, and vessels of later construction.

2. The scheme of supply will now be as follows, viz. :—

Gun.	Projectile.	Six months' Practice.	Balance of outfit (if any).
Q.F. 4·7 in. VIII ...	All natures ...	No. 198 ...	No. 198
Q.F. 4·7 in. IX ...	Star ...	No. 198 ...	No. 198
Q.F. 4 in. V H.A. ....	All natures except target smoke.	No. 198 ...	No. 198
Q.F. 4 in. V H.A. ...	Target smoke ...	No. 192 until exhausted then No. 198.	—
Q.F. 3 in. H.A. (in all ships earlier than "D" class leader and destroyers, "S" class submarines).	H.E. ...	No. 80/44 until exhausted, then No. 198.	No. 80/44 until exhausted, then No. 198.
Q.F. 3 in. H.A. (in "D" class leader and destroyers, "S" class submarines and vessels of later construction).	H.E. ...	No. 198 ...	No. 198
Q.F. 3 in. H.A. ...	Target smoke ...	No. 185 ...	No. 185
B.L. 6 in. ...	} Star ...	No. 81 or 181 until exhausted, then No. 198.	No. 198
B.L. 5·5 in. ...			
B.L. 4·7 in. ...			
B.L. and Q.F. 4 in. L.A. ...			
Q.F. 3 in. ...			
Q.F. 12 pdr. 12 cwt.			

**1454.—Warning Telephone System—Functions and Policy to be followed with regard to fitting Loud Speakers**

(S.D. 309/32.—17.6.1932.)

The question of the functions of the Warning Telephone System in H.M. ships and the policy to be followed with regard to the fitting of loud speakers, has been receiving consideration.

2. The provision of an installation which will convey an alarm or an order simultaneously to every man, if in an isolated compartment, is impracticable.

3. In such instances, where telephones are fitted, dependence must be placed on the telephone exchange to pass on the information, the delay being accepted.

4. The fitting of additional telephones, entailing as it does a larger exchange, is not justifiable. The number of men affected at any one instant would usually be small.

5. The following is therefore promulgated as the policy to be observed :—

	Action and Gas Alarm.	Action Orders.	Routine Orders.	Remarks.
(1) Action quarters ( <i>e.g.</i> , turrets, control positions, etc.).	Yes	No	Yes	
(2) Living spaces ... ..	Yes	No	Yes	
(3) Fire and repair party stations.	Yes	Yes	No	
(4) Engine and boiler rooms	Yes	Yes	No	
(5) Upper deck ... ..	Yes	No	Yes	
(6) Compartments where large bodies of men may be gathered, such as recreation room space, canteen flat, heads.	Yes	No	Yes	
(7) Workshops and compartments where a party of men is usually working.	Yes	No	Yes	
(8) Compartments where watchkeepers only are normally stationed.	No	No	No	Telephone exchange to pass information to such compartments as are fitted with telephones.
(9) Store rooms ... ..	No	No	No	

*Note.*—The significance of “Yes” to be that men in the position referred to should be within hearing of a loudspeaker (not that a loudspeaker is necessarily to be fitted there).

6. This policy is applicable only for future guidance in new construction and is not to form a basis for proposed alterations or additions in existing ships.

## 1502.—Director Firing Gear—Training Receivers, Type D, Mark I —Additional Illumination to be Fitted

“Codrington” and “Acasta” Class; “Keith” and “Beagle” Class;  
Yards concerned.

(G. 3059/32.—24.6.1932.)

As a result of experience with the 4·7 in., C.P., XIV mountings on service, it has been found necessary to improve the illumination of the training receivers, Type “D,” Mark I, owing to the difficulty experienced in reading the green graduations. Facility in reading the graduations is essential, in view of the fact that these mountings are not fitted with bearing racers.

2. To meet this requirement, a number of sets of parts for extra lamps have been manufactured and delivered to Chatham Yard.

3. Ships concerned are to include an item in the next list of alterations and additions to cover the work of modification to receivers, if this has not been done already. The work is to be carried out by dockyard staffs, and yards concerned should demand the necessary sets of gear from Chatham.

4. A tracing, D.F.C. 19635, is being supplied to Chatham Yard, showing the method of carrying out the modifications, and that yard should supply prints of this tracing when forwarding sets of fittings.

5. The modifications to spare receivers and receivers on reserve mountings for these vessels are to be carried out by the yards at which these are stored, the gear being demanded from Chatham Yard as necessary.

**1503.—Gun Mountings, 8 in., Twin, Marks I & I\*—Turret and Shell Room Pumps—Conversions to Flat Valve Type**

*“Kent” and “London” Classes. Dockyards.*

(G. 2242/32.—24.6.1932.)

It has been decided to replace the cylindrical valves of the turret and shell room pumps by flat valves, similar to those fitted in the pumps of 8 in. twin mountings, Marks II and II\*, but in one piece, *i.e.*, without bearing ring, belleville washer, etc. The flat valve is accurately fitted between the cylinder block and the valve cover, the clearance being about 0.001 in., and the clearance may be adjusted for wear by graded liners, which will be supplied with other parts for the conversion of the pumps.

The liability to seizure will be small, and with accurately fitted valves the efficiency of the pump can be maintained almost constant.

The conversion is to be carried out by home dockyards.

2. Admiralty No. 76 has been assigned to this modification.

3. Ships concerned should include an item in their lists of approved alterations and additions to cover this modification.

4. The parts required for the conversion will be forwarded to dockyards as they become available. Drawings for guidance and estimating purposes will be distributed shortly.

(A.F.O. 1009/33.)

**1550.—Director Firing Gear—Mark M Pom-pom Directors—Lining-up Arrangements—REPORTS**

*All ships fitted.*

(G. 3251/32.—1.7.1932.)

A report has been received recently wherein it was stated that difficulty had been experienced in lining up a pom-pom director with the receivers at the mounting. It is desired, therefore, to obtain reports from all ships concerned with regard to the existing lining-up arrangements.

2. The following remarks on existing procedure are relevant:—

(a) *Elevation.*

(i) The present arrangements are intended to enable the director to be lined up on the stops at 10° depression, when the type “C” receiver at the mounting, which reads to 6' of elevation, can be lined up with the director.

An additional check for lining up could be obtained by fitting an index pointer on the elevating gear casing of the director so that it registers with an engraved line on the periphery of the elevating handwheel. The gear ratio of this handwheel is 18:1, giving it a 20° value. One tenth of an inch of movement at the periphery of the handwheel therefore represents approximately 6' of elevation, so that the accuracy obtainable by this method would be ample. The position of the mark can be ascertained by clinometer on the plane provided on the gun arm of the director.

Since, however, the stop gear is located *in* the handwheel it can be assumed that the error of the former is unlikely to exceed 1'.

(b) *Training.*

(i) Present arrangements were intended to enable the director to be lined up at the housing position by the insertion of the locking bolt. This was criticised at the inspection and trials of the first director by representatives of Admiralty and “Excellent,” as it cannot be used when the director is raised for height of eye.

(ii) It was found, however, by repeated tests that the requisite degree of accuracy, *i.e.*, one step of 6', could be obtained by training the director, with care, on to any given bearing by the bearing racer, though the latter is graduated in degrees only.

3. The value of 6' at the radius of the locking bolt socket is .009", and, therefore, if backlash is suspected, locking bolts are to be examined. If the clearances as between (a) bolt and its casing, and (b) bolt end and housing socket are less than .004", the required accuracy should be obtained.

These bolts can be readily renewed by ship's staff if found desirable and fitted to a clearance of .002" or less without difficulty.

4. On grounds of economy, therefore, it is not proposed to provide a further training indicator, as this will entail substantial modifications, namely, the supply and fitting of accurate gearing and the erection of brackets, etc., on, and the machining of the sight pedestal.

5. Reports are to be forwarded through the Administrative Authority by ships concerned, as regards the efficiency of existing lining-up arrangements.

**1551.**—*Issued Confidentially.*

**1556.—H.A.C.S. I and H.A.C.S. I.C Tables—Limit Switches**

*All Ships fitted with H.A.C.S.*

(T. 1787/32.—1.7.1932.)

In order to ensure satisfactory operation, the limit switches for cutting-out the direct current motor relays should be set so that a pull of at least 4 oz. is required to open the switch.

2. Cases have occurred of the screws securing live parts from the back of the base, slacking back and causing the screw head to earth to the frame.

3. These switches should be examined as opportunity arises, and the springs adjusted as above to prevent repetition of the defect of paragraph 2. The screw head recesses should be fitted in with sealing wax and a slip of mica inserted between them and the frame.

**1561. }  
1624. }** *Issued Confidentially.*

**1626.—Gun Mountings, 2 pdr., "M," Mark V—Modification to Chutes, and additional Filling Pieces to existing Guard Plates**

(G. 1607/32.—8.7.1932.)

In order to prevent jamming of the ejected links from the inner guns it has been approved to remove the trays with supporting brackets. Additional filling pieces are also to be fitted to the existing guard plates on cradles.

2. These modifications are shown in red on E.F.O. 55/32.

3. The work is to be carried out by ships' staffs.

**1628.—Gun Mountings, 3.7 in. Howitzers—Probert Sight**

(G. 1479/32.—8.7.1932.)

The readers, range scale, of Probert sights of all 3.7 in. howitzers are to be modified where this has not already been carried out, as shown on the Sketch E.F.O. 51/32, the elliptical spot pointer having been found a more satisfactory means of obtaining 25 yards settings.

2. The work is to be carried out by dockyards concerned as opportunity occurs.



### 1631.—Practice Projectiles, B.L., 8 inch—Special Allowances for Testing Purposes on board H.M. Ships armed with B.L., 8 inch Guns

(A.S. 1383/32.—8.7.1932.)

It has been decided to supply H.M. ships armed with B.L. 8 in. guns, with the following quantities of B.L. 8 in. practice projectiles, in addition to the outfit of ordinary practice projectiles, specially for use in testing transporter and pusher hoists, viz. :—

8-gun ships—24 projectiles per ship.

6-gun ships—18 projectiles per ship.

2. These projectiles are unsuitable for firing and will be stencilled on the shoulder—FOR TESTING HOISTS—NOT TO BE FIRED—and in addition, the tip will be painted white.

3. Demands should be forwarded to the nearest Naval armament depôt, and supplies will be arranged as soon as they become available.

4. On receipt of these special projectiles the use of ordinary practice projectiles for testing purposes is to be discontinued.

1643. }  
1749. } *Issued Confidentially.*

### 1755.—Signal Communications

*“ Amazon,” “ Ambuscade,” Flotilla Leaders and Destroyers earlier than “ Codrington ” and “ Acasta ” Class.*

(S.D. 578/32.—22.7.1932.)

Approval has been given for voicepipe communication between the compass platform and the fire control (Type 83) W/T office to be fitted in the above vessels.

2. Ships affected in which this line of communication is not already fitted, and which form part of a running flotilla (or are earmarked as flotilla reliefs), are to insert an item in their next list of approved alterations and additions to provide for the fitting of a branch to the fire control W/T office, in the existing voicepipe (non-carrier) between compass platform and main W/T office. The branch is to be of the same diameter as the existing voicepipe but is not to be of a greater diameter than 3 in.

3. Vessels affected by this Order, other than those mentioned in paragraph 2, are not to be fitted until brought forward for service.

### 1800.—Gun Mountings, 2-pdr., “ M,” Mark V, Reciprocating Rods, Firing Gear—Modification

(G. 02577/32.—29.7.1932.)

In order to facilitate adjustment, and to prevent slacking back of the locknut on the reciprocating rods, firing gear, the modification as shown on E.F.O. 67/32 should be carried out by ships' staffs to mountings, Register Nos. 1 to 6 inclusive, when it is found necessary to remove this gear for refitting or other purposes.

2. The modification to mountings, Register Nos. 7 to 13 inclusive, has been made by the gun mounting manufacturers.

**1807.—Breast Ropes for Divers—Testing**

(D. E. E. / C. P. 27326/31.—29.7.1932.)

A new breast rope for divers, to be known as Pattern No. 105N, has been introduced for use in lieu of Pattern 105, existing stocks of which are, however, to be used before those of the new rope. The latter contains three rubber insulated conductors laid up round a central insulated phosphor bronze core with tough rubber sheathing over the conductors, and an outer plaited braiding of hemp similar to that on Pattern 105. This rope, though superior to Pattern No. 105 in insulation and suitability for telephone purposes is not capable of withstanding such a high tensile stress as that specified for Pattern No. 105. The tensile test at the makers' works has therefore been reduced from 1 ton to 1,500 lbs.

2. The following revised arrangements are to be made for tests of breast ropes in store at the annual examination of diving stores:—

3. All ropes are to be inspected by the Inspecting Officer, who is to select for test one rope from all those of the same pattern and of approximately the same date of manufacture, the rope selected in each case being that which appears to be in the worst condition. Ropes purchased in future will be tallied with the date of manufacture.

4. A length of about 10 ft. is to be cut off from one end of each of the ropes thus selected, the plug connection and guard chains are to be removed and each sample length is to be tested in a suitable tensile testing machine.

5. The method shown in the diagram E.F.O. 74/32 should be used for securing the rope in the machine during test, the length actually under strain (A to B) being approximately 18 inches.

6. Prior to the test the three signal wires and the earthing wire (or central conductor in the case of the new rope, Pattern 105N) are to be connected in series and in circuit with a source of current, and a lamp or other suitable detector which will indicate when failure of any conductor occurs.

7. The rope will elongate under load and when the maximum elongation which the machine will permit has been reached, the load must be released and the machine run back to take up the slack cable. The load should then be re-applied up to the values specified below. Record should be taken of the load at which failure, if any, occurs, whether of the conductors or of the complete rope.

8. The load should be applied steadily and sudden stresses on the rope should be avoided.

9. The ropes are to withstand the following tensile pulls:—

(A) Without breakdown of the complete rope.

(B) Without failure of any conductor.

<i>Old Rope.</i>		<i>New Rope.</i>	
<i>Pattern 105.</i>		<i>Pattern 105N.</i>	
(A)	(B)	(A)	(B)
1,960 lbs.	600 lbs.	1,300 lbs.	600 lbs.

*Note.*—Breakdown of the complete rope referred to at (A) is to be understood as occurring when the rope becomes incapable of sustaining any further increase of load without excessive elongation.

10. If the sample rope passes this test, the ropes of the group from which it was selected will be considered to be satisfactory. If it fails in either (A) or (B) test, a further sample is to be selected and tested in the same manner, and if necessary all the ropes in any group of similar pattern and age may have samples cut from them for test at the discretion of the Inspecting Officer.

11. The plug connection on the test length is to be re-connected to the main length of rope after the tests, except in the case of ropes which failed at less than 50 per cent. of the test values (A or B) shown in the table. Such ropes are to be brought to produce, but those which fail at any value between 50 per cent. of that specified both for (A) and (B) and the full amount, are to be supplied to Gunnery Schools without demand. Breast ropes falling within this category at yards abroad, are to be returned to Chatham for issue. A metal tab bearing the words "Diving Schools only" is to be firmly secured to one end of all breast ropes so issued, which are to be used in the Gunnery Schools for shallow water diving only.

12. Breast ropes from which a test length has been cut, the test of which was satisfactory, are to have a metal tab affixed giving revised length of the rope and the date of test. In no case is a rope to be issued which is less than 250 ft. in length, without authority. The new pattern rope is being supplied in 300 ft. lengths, in lieu of 270 ft. as heretofore, in order to permit of cutting away test lengths without undue shortening of the rope.

13. Breast ropes, Pattern 105N, need not be tested at the annual examination of Naval Stores for Gunnery Purposes if the examination is within six months of the date of manufacture, as indicated by the tallies attached to the breast ropes.

### **1815.—Docking Ships of "Queen Elizabeth" Class in A.F.D. IV and V—Maximum Displacement**

(D. 8564/31.—29.7.1932.)

In view of recent experience it has been decided that the maximum displacement which can be accepted when docking a ship of the "Queen Elizabeth" class in Admiralty floating dock No. IV and Admiralty floating dock No. V is to be taken provisionally as 31,700 tons, the ship being on an even keel at a mean draught of 29 ft.

### **1945.—·303 in., Mark VI Ammunition—Use for Aiming Rifles**

(A.S. 3659/32.—12.8.1932.)

Considerable stocks of ·303 in., Mark VI ammunition still remain available, and it is desired to utilise these both at home and abroad to meet all requirements of ·303 in. ammunition for aiming rifles in order to economise in the expenditure of ·303 in., Mark VII ammunition. ·303 in., Mark VII ammunition is only to be used for aiming rifles if ·303 in., Mark VI ammunition is not available and cannot be obtained. Stocks of the latter are not available on foreign stations, but will be distributed as soon as possible.

2. H.M. ships and shore establishments demanding ·303 in. ammunition in future are to indicate clearly on their demands the quantity required for aiming rifles.

3. Boxes containing Mark VI ammunition will be stencilled "For A.R. only."

**1954.—Propeller Shafting—Corrosion**

*“ V ” and “ W ” Class Destroyers.*

(E.-in-C./D. 3402/32.—12.8.1932.)

Several cases have been reported in “ V ” and “ W ” class destroyers of excessive wear of the propeller shafting in the wake of stern gland packing, with proposals for replacements of shafts.

2. It has been decided that a limiting stress of 10,000 lbs. per sq. in., calculated on the mean torque corresponding to 13,500 S.H.P. at 350 revolutions per minute, may be accepted for these vessels before renewal of the propeller shafts should be considered.

3. Where persistent wear is occurring extended stuffing boxes should be fitted to provide a fresh bearing surface for the packing; in cases where this has previously been done, further extensions may be made in the direction of the loose couplings. In all cases the shafts are to be skimmed to provide a continuous unbroken surface in the wake of the packing, and attention should be directed to obtaining reasonable concentricity of the shafting in the stuffing boxes.

**1961.—Bottom Plating of Newly Commissioned Ships—  
Protection**

(D. 2942/32.—12.8.1932.)

In the case of new ships, which would normally dock at twelve months' intervals, it is considered important for the efficient protection of the bottom plating that this period should not be exceeded generally, especially during the first year or two after commissioning. Particular attention should be given to this when the vessels are serving in tropical or semi-tropical waters.

**2041.—Swamp Tests of Pulling Boats—REPORTS**

*H.M. Dockyards at Home and Abroad.*

(D. 9996/32.—26.8.1932.)

Reports of swamp tests of pulling boats carried out at H.M. dockyards are to be forwarded to the Admiralty, in future, in the form appended.

2. A copy of the report is also to be sent to the Commanding Officer of the ship concerned for information and retention in the Ship's Book.

Dockyard at which Swamp Test was carried out ... Chatham.  
Date on which Swamp Test was carried out... .. 1930.

Type of Boat and Dockyard Registered Number.	Year Built.	Number of Coats of Paint.		Condition of Boat and Date of last Swamp Test.	* Weight of Boat with Full Equipment or suitable substitute.				Draft before Swamping.				† Weight (less buoy- ancy), Type and Position of Ballast required to Swamp Boat.			* Capacity of Tanks Fitted before Swamp Test (if any).	* Capacity of Additional Tanks fitted as result of Test.
		Inside.	Outside		Tons.	cwts.	qrs.	lb.	Forward.	Aft.	Ft.	in.	Ft.	in.	cwts.	qrs.	lb.
32 ft. S.R. cutter, 3290 Po.	1926	3	4	Dry, good. 1928.	2	1	0	0	1	1	1	5	3	2	6	Nil	5 cu. ft. ford. 5 cu. ft. aft.

\* See instructions contained in A.F.Os. 2548/25 and 36/26.

† If no ballast is required, the pull necessary to prevent boat from sinking should be stated.

**2048.—Contracts—Powers of Local Officers**

(C.P. 7641/32.—26.8.1932.)

After a tender has been accepted, local officers are in no circumstances, without prior Admiralty approval:—

- (i) To permit cancellation of the order;
- (ii) To allow amendments of price consequent on alleged error in the contractor's tender; or
- (iii) Except as provided below, to agree to extras or rebates, other than extensions or reductions of a *local* order within the authorised limits of delegated authority (*e.g.*, Articles 715, 716, 902 and 957, Home Dockyard Regulations).

2. This Order is not intended to affect the powers exercised by local officers under A.F.O. 1967/29, paragraph (ii), or by officers in charge of works in regard to extras on contracts.

3. The foregoing instructions will not preclude local officers, *before* any decision is taken on the tenders, from asking a tenderer to confirm his quotation where, by comparison with other tenders received, or otherwise, it is reasonable to suppose that an error has been made.

(A.F.O. 1967/29.)

**2078.—6 in. Cordite Dredger Hoists—Stiffening of Delivery Tray***"Royal Sovereign" and "Queen Elizabeth" Classes and Dockyards.*

(G. 3624/32.—2.9.1932.)

From reports received from sea, it appears that a certain lack of stiffness exists in the portable delivery tray at the top of 6 in. cordite dredger hoists in the above ships.

An approved method of stiffening these delivery trays is shown on E.F.O. 99/32.

2. The work should be carried out by ships' staffs in ships where these hoists are already fitted, but should be done by the dockyard concerned when a new hoist is being erected in a ship.

3. The item should be treated as a defect.

**2082.—Type 106 S/T Oscillators—Precautions against Corrosion**

(S.D. 764/32.—2.9.1932.)

It has been decided that Type 106 oscillators are to be given a coating of mineral grease all over at monthly intervals. Although these instruments are made of "staybrite," this precaution is considered necessary in order to avoid any possibility of corrosion taking place.

**2086.—Aluminium and Aluminium Alloy Fittings in Destroyers and Leaders Building—REPORT**

(S. 2405/32.—2.9.1932.)

In order that careful observation may be made of the behaviour of aluminium and aluminium alloys on service, a detailed record is to be kept by the dockyard officers or the respective Overseers and District Electrical Engineers of all fittings, etc., for which these materials are entirely or partially used in each of H.M. destroyers and leaders under construction. The record is to indicate the position in the ships in which such items have been fitted. The name of the alloy, its thickness or weight, and the manufacturer from whom obtained, are to be stated.

2. The information should be sufficiently complete to enable the ships' officers readily to identify the various fittings so that a report may be made as to the behaviour of the material under Service conditions. Five copies of the return are to be forwarded to the Admiralty, one copy for Admiralty records and the remaining four copies will be forwarded by the Admiralty to R.A. (D) for distribution.

3. The report from the ships' officers, referred to in paragraph 2 above, is to be rendered after 12 months' experience, and in this report only unsatisfactory items are to be included.

### 2131.—Gun Mountings, 15 in., Mark I—Gun-loading Hoist Cages—Cordite Releasing Gear

(G. 3312/32.—9.9.1932.)

Cordite charges have jammed in the gun-loading hoist cages of 15 in., Mark I mountings, owing to the loading number, after ramming the shell, pulling over the cordite lever too quickly, thereby allowing the upper half charge to drop into the lower position in the cage before the lower half charge is clear.

2. In order to obviate this, the cordite releasing gear of all gun-loading hoist cages of 15 in., Mark I mountings, is to be modified in accordance with the sketches (E.F.O. 98/32 (1 and 2) ) where this modification has not already been carried out.

3. The double quadrant shown is to ensure that the loading number makes the necessary slight pause with the cordite operating lever, at approximately half way through its stroke, to allow time for the lower flashtight doors to close after releasing the lower half charge.

4. The object of the tumbler is to allow the return stroke to be made without pause, and without affecting the definiteness of the check in the working stroke.

5. The work of making and fitting the new parts is to be carried out by ships' staffs as opportunity occurs.

### 2132.—Gun Mountings, 15 in., Mark I—Gun-loading Cage Inspection Door

(G. 3721/32.—9.9.1932.)

An instance has been reported of the failure of a fastening of an inspection door on a gun-loading cage—15 in., Mark I mountings, causing the door to be torn off on raising the cage.

2. The fastenings of all inspection doors are to be examined, and if considered necessary, the slotted part of the stationary portion on the door is to be replaced by a new one about 1 in. longer, the ends of the jaw to be turned outwards at right angles to prevent the butterfly nut from sliding off when tightening up.

3. The work is to be undertaken by ship's artificers.

### 2138.—Q.F. Cartridges fitted with No. 9 Percussion Primer—Introduction

(A.S. 5384/31.—9.9.1932.)

The No. 1 primer at present in supply for certain Q.F. cartridges filled cordite will be gradually superseded by the new No. 9 primer for the following guns :—

Q.F., 4·7 in., IX and IX\*.

Q.F., 4·7 in., VIII.

Q.F., 4 in., V and V\*, for separate loading and fixed ammunition of all types.

4 in., IV and XII, fixed ammunition of all types.

2. No change will be made, for the present, in the type of primer for cartridges for the following guns :—

Q.F., 5·2 in. ;

Q.F., 4 in., Mark IV, for separate loading ;

Q.F., 3 in., 20 cwt. ;

and supply of cartridges fitted No. 1 primer for these guns will continue indefinitely.

3. With a few minor exceptions, all new cartridges filled in future for the 4·7 in. and 4 in. guns referred to in paragraph 1 will be fitted No. 9 primer, and arrangements are being made for a proportion of existing stocks of cartridges for these guns to be converted to take No. 9 primer.

4. When making supply arrangements in future, endeavour will be made as far as possible to arrange issues so that the outfit of any one ship will have either all No. 9 or all No. 1 primers for any one individual type of cartridge. Armament Supply Officers will, therefore, make issues or arrange exchanges with this purpose in view whenever supply conditions permit. Some important exceptions to this rule, however, will be unavoidable, especially during the next 12 months, in order that continued facilities may be provided for the expenditure of the oldest cordite cartridges at practice, and other necessary economies may be effected. Considerable stocks of these cartridges at present fitted No. 1 primer will not be refitted with No. 9 primer, and they will continue in supply for some time side by side with similar cartridges of more recent filling fitted with the No. 9 primer.

5. The distribution of the first supplies of Q.F. cartridges fitted with the new primer will commence at an early date, and issues to each individual ship during the next 12 months will be arranged as far as possible in accordance with the following table :—

Gun. (1)	Type of Cartridge. (2)	Primers for Outfit Supply.		
		For Practice. (3)	Remainder of Outfit. (4)	
4·7 in., IX and IX*.	Full charge ...	All No. 1 or all No. 9.	As in col. 3	7 lb. 11 oz. cartridges Mk. XXIV, Foil (No. 1 primer), will be in general sup- ply for practice firing.
	Reduced charge for star shell.	Do.	Do.	
4·7 in., VIII	Fixed ammunition, S.A.P.	—	All No. 1 or all No. 9.	
	S.A.P.N.T. ...	—	Do.	
	H.E. time fuze ...	All No. 1 or all No. 9.	As in col. 3	
	H.A. practice ...	Do.	—	
	L.A. practice ...	Do.	—	
	L.A.N.T. practice ...	Do.	—	
	Target, smoke ...	All No. 1	—	
	Star ...	All No. 1	As in col. 3	
	Star N.T. ...	All No. 1 or all No. 9.	Do.	
4 in., V and V*.	Full charge for separate loading.	All No. 1	All No. 1 or all No. 9.	
	Reduced charge for star shell separate loading.	All No. 1 or all No. 9.	As in col. 3	
	Fixed ammunition, S.A.P.	—	All No. 1 or all No. 9.	
	S.A.P.N.T. ...	—	Do.	
	H.E. ...	—	Do.	
	H.E.N.T. ...	—	Do.	
	Practice L.A. ...	All No. 1 or all No. 9.	—	
	Practice, L.A.N.T.	All No. 1 or all No. 9.	—	
	H.E. time fuze ...	Do.	As in col. 3	
4 in. IV and XII.	H.A. practice ...	Do.	—	
	Target, smoke ...	Do.	—	
	Star ...	Do.	As in col. 3	
	Star N.T. ...	Do.	Do.	
	Fixed ammunition, S.A.P.	—	All No. 1 or all No. 9.	
	H.E. ...	—	Do.	
	Practice ...	All No. 1 or all No. 9.	—	



6. Where supply conditions may make it impossible to strictly adhere to the arrangements in the foregoing table, sufficient cartridges of one type will be supplied to enable H.M. ships to avoid the use of both types of primer in any one programme of practice firings.

7. The effect on ballistics caused by the introduction of No. 9 primers will be as follows :—

(a) *New lots filled in future and fitted with No. 9 primers.*—These will be adjusted at proof to give the same velocity as existing cartridges fitted with No. 1 primers.

(b) *Lots at present filled with No. 1 primers and converted to take No. 9 primers.*—These lots will give 10 f.s. more velocity than either—

(a) New cartridges fitted with No. 9 primers.

(b) Existing cartridges fitted with No. 1 primers.

Lists of the lots affected will be published from time to time as an amendment to the range tables of the guns affected.

### 2146.—*Issued Confidentially.*

### 2189.—Depth Charge Pistols, Mark IV\*\*

*H.M. Ships "Kent" and "London" Classes, "Norfolk" and "Dorsetshire."*

(T. 402/32.—16.9.1932.)

Where the equivalent height of drop of depth charges exceeds 30 ft. there is a possibility of firing of the detonator on impact of the charge with the water when using Mark IV pistols.

2. Mark IV\*\* pistols are therefore to be used in lieu of Mark IV pistols in ships of "Kent" and "London" classes, "Norfolk" and "Dorsetshire."

3. Ships concerned are to demand from the nearest Naval armament dépôt the quantity of Mark IV\*\* pistols required to complete establishment, and one gauge, Stamp No. 6072, for inclusion in the depth charge tools and spare parts box (vessels) under the following nomenclatures :—

Boxes, complete, Mark IV\*\* pistols.

Gauges, checking clearance between inertia weight and spindle, Mark IV\*\* pistols, St. No. 6072.

4. On receipt, all boxes, complete Mark IV pistols on board, are to be returned to store.

5. Labels of depth charge boxes, tools and spare parts on board are to be amended as necessary.

6. The Naval Proportion Book will be amended in due course.

### 2235.—Gun Mountings, 4 in., H.A. III and IV—Sights—

#### Replacement of Deflection Dials—REPORTS

*"Malaya," "Resolution," "Warspite," "Royal Oak," "Sandwich," "Falmouth," "Milford," "Weston-super-Mare," and "Dundee."*

(G. 4225/32.—23.9.1932.)

It has been found necessary to replace the vertical and lateral deflection dials graduated in "Units," together with the "Y" shaped readers issued with the modified sights, in accordance with C.A.F.O. 174/32, to "Malaya," "Resolution" and "Warspite," for dials graduated in "degrees" and corresponding readers, and ships quoted should return their "unit" dials and readers to Portsmouth Yard on receipt of "degree" dials and readers from that yard.

2. It has also been found necessary to replace the "degree" vertical and lateral deflection dials, together with the "Y" shaped reader for "unit" dials and reader on the sight fitted to the 4 in. H.A. IV mounting in "Falmouth," "Milford," "Weston-super-Mare," and "Dundee," and arrangements are being made for this to be carried out by Devonport and Chatham Yards respectively.

3. The sight supplied to "Royal Oak" should be fitted with "degree" dials and reader, and exchange of these dials is therefore unnecessary. Ship's officers should confirm this by report to Admiralty.

4. The sight supplied to "Sandwich" is fitted with "unit" dials and reader, and exchange of these is therefore unnecessary.

5. Ships and yards concerned are to report, through the Administrative Authority, when these changes have been effected.

(C.A.F.O. 174/32.)

### 2241.—*Issued Confidentially.*

## 2288.—Electric Cables in H.M. Ships—Leakage of Current from Damaged Cables

(D. 6405/32.—30.9.1932.)

Leakage of current from damaged electric cables in H.M.S. "Hermes" has occurred recently, such leakage causing sparking in the hangar.

2. In view of the extending use of petrol in bulk in H.M. ships, special attention is to be given to the prevention of such sparking, and for this purpose:—

- (i) Flexible leads are not to be hung on hooks or brackets on decks and bulkheads adjoining petrol compartments or hangars.
- (ii) Any fittings or fixtures, electrical or other, required to be attached to the bulkheads or decks of petrol compartments or hangars are, if possible, to be secured by means other than by drilling into the compartment.

3. When an aircraft carrier is next taken in hand for refit, the dockyard officers are to forward an estimate of cost of carrying out the following modifications to the cables and boxes secured to the external side of the hangar bulkhead at a height of less than 8 ft. above deck level, and to the underside of the hangar deck:—

- (a) *Cables of less than 0.1 sq. in. sectional area.*—Electrical fittings and boxes and the lead sheathing of cables of less than 0.1 sq. in. sectional area connected thereto, which are at present secured direct to hangar bulkheads or decks by through bolts, are to be efficiently bonded on to the bulkhead or deck at a point close to each fitting or box. One bonding will suffice in the case of two or more cables secured under one clip, but the lead sheathing of single cables should be bonded to the bulkhead or deck at intervals of 20 ft. throughout their length.

Where tough rubber sheathed cables and the boxes and fittings connected thereto are secured by through bolts, the bolts are to be removed, the holes filled up, and welded studs substituted.

No alteration is required in the case of those electrical fittings, boxes and cables secured by welded studs.

- (b) *Cables of 0.1 sq. in. sectional area and over.*—Where electric cables of 0.1 sq. in. sectional area and over (both lead cased and tough rubber sheathed) are clipped direct to a bulkhead or deck less than  $\frac{1}{2}$  in. thick, such cables are to be removed and re-fixed on perforated plating. No alterations are required to the fittings and boxes other than the bonding of such fittings and boxes where they are secured by through bolts.

No cables are to be removed and re-fixed on perforated plating where they are secured direct to bulkheads or decks of  $\frac{1}{2}$  in. thick or more, and no alterations are to be made to these cables or to the fittings and boxes, except that the requirements at (a) are also to be met in these cases.

- (c) *General.*—Where cables pass in proximity to any fittings or fixtures other than electrical, which are attached to the bulkhead or deck of the hangar by means which pierce the plating, adequate precautions, such as bonding the fitting to the plating, are to be taken to ensure that in no circumstances can the fitting become electrified separately from the deck or bulkhead plating owing to a faulty cable. Each case should be considered on its merits, and the possibility of flexible cables being at some time attached to the fitting should not be ignored.

2297. { **Guns Mounted Afloat and at Naval and Marine Establishments on Shore—Triennial Inspection**  
**Guns on Board Vessels in Maintenance Reserve—Examination and Preservation**

(G./A.S. 6305/31.—30.9.1932.)

The following basic principles in interpreting (8) of Table F. of O.U. 5416/29—"Tables showing particulars in regard to Naval Ordnance, 1929"—have been approved, viz. :—

- (a) That a gun is subject to periodical inspection during the whole time it is "on service," as opposed to being "in store."  
 (b) That a gun is to be considered "on service" whenever and wherever it is mounted.

2. The routine examination and cleaning of guns in ships in maintenance reserve, including cleaning for periodical inspection, are to be carried out by ships' staffs in future. Special attention should be paid to that part of the gun body which rests in the cradle, particularly keys or slides if fitted. The gun should be hauled back, and the fact that these parts are adequately greased as a protection against pitting by rust confirmed. If pitting by rust has started, the gun should be put forward specially for inspection.

2332. } *Issued Confidentially.*  
 2333. }

**2339.—Telephones, Two-wire—Repairs**

(T. 658/32.—7.10.1932.)

E.F.O. 95/32 (1) shows details of, and instructions for making, the necessary tools for enabling two-wire telephone transmitters and receivers to be stripped down for repair and reassembled.

2. The tools should be made up by ship's staff.

3. *Instructions for use.*—

A. *To strip a Transmitter* :—

- (i) Remove back cover, felt ring and carbon granules.
- (ii) Insert cross piece of Item 7 in cut-away portions of brass retaining ring and give a quarter turn.
- (iii) Place spindle of Item 7 through hole in base of Item 4, transmitter supported at the edges by recess B, Item 4.
- (iv) Screw up nut on screwed spindle, Item 7. This will withdraw brass keep ring and enable insulating ring and carbon diaphragm to be removed.

**B. To reassemble a Transmitter :—**

- (i) Place transmitter face down, resting in recess B, Item 4, with diaphragm insulating ring in place.
- (ii) Place keep ring in place for forcing home.
- (iii) Place Item 5, end F, down in place on top of keep ring and force home with Item 9.

**C. To remove Front Cover from a Receiver :—**

- (i) Using tool C of Item 10, lever up enough of the spun over edge to allow tool D, Item 10, to be inserted.
- (ii) Place ring of Item 10 over receiver, and with receiver held either by hand or locked in recess A, Item 4, by Items 5 and 9, lever up remainder of spun over portion with tool D.

**D. To replace Front Cover of a Receiver :—**

- (i) Place receiver face down in Item 4, resting on recess A, with cover plate in position.
- (ii) Tap edge of cover plate over flange of receiver with a hammer.
- (iii) Place Item 6 over receiver, recessed end down.
- (iv) Place Item 5 on top of Item 6 and force down with Item 9.

*Note.*—Holes G in Item 4 are provided to enable a receiver to be levered out of recess A should it become jammed.

4. Front covers of telephone receivers should not be used more than twice and should be annealed before being replaced.

5. Arrangements are being made to supply spare receiver front covers, diaphragms, rubber rings and transmitter diaphragms as consumable stores, and ships concerned should forward demands to their respective storing yards for a first supply as follows :—

*First supply quantities per ship.*

Battleships	...	...	...	...	} Patt. 9045 receiver front covers 6 No. Patt. 9046 receiver rubber washers. Patt. 9047 receiver diaphragms 12 ,, Patt. 9048 transmitter diaphragms. 12 ,,
Battle cruisers	...	...	...	...	
" Kent " class and later 8 in. cruisers	...	...	...	...	
" Hawkins "	...	...	...	...	
" Enterprise "	...	...	...	...	
" D " class cruisers	...	...	...	...	
" Adventure "	...	...	...	...	
" Courageous," " Glorious," " Furious "	...	...	...	...	

The actual quantity of each pattern that is being purchased will be communicated to yards concerned later.

6. Lines 12 to 15 P.288 of O.U. 5345A are cancelled.

7. E.F.O. 95/32 (2) shows details of a spring washer for locking the adjusting screws of two-wire telephone receivers. These washers should be made up and fitted by ship's staff if trouble is experienced in keeping the receivers in adjustment.

**2416.—Safety Glass—Trials**

*H.M. Ships and Dockyards concerned.*

(D. 4050/32.—14.10.1932.)

Trials of various makes of safety glass,  $\frac{1}{4}$  in. thickness, have been carried out in certain of H.M. ships to determine their resistance to :—

- (a) Tropical heat, sunlight, and general weather conditions.
- (b) Concussion and shock, due to gunfire, in positions remote from gun blast, *i.e.*, spotting tops.

The general deductions are :—

- (i) Although safety glass is still not free from the objection that it deteriorates with age, it has been improved in this respect, so that the advantage of safety now outweighs this disadvantage.
- (ii) Glass of the makes and thicknesses tried are not sufficiently strong to withstand considerable shock.

2. Further experiments are in progress to test safety glass of various types against direct blast pressure, with a view to determining the best thickness and arrangement of strata for such glass.

3. Pending the results of these trials, windows in spotting tops, bridges, and suchlike control positions should be replaced, when renewals are necessary, by safety glass of the same area and thickness as the plate glass at present fitted.

4. Contract arrangements for the supply of the types of safety glass decided upon for this purpose will be made on the completion of specification details now in course of preparation, and a further communication will be made regarding this.

5. For new construction and ships undergoing large repairs, which include reconstruction of bridges and tops, the safety glass arrangements will depend upon the results of the further blast experiments referred to. Special instructions should be requested if it is desired to order glass for such ships before these results are promulgated.

**2447.—***Issued Confidentially.*

**2448.—Gun Mountings—2 pdr., “M,” Marks V and VI—  
Branch Breakers**

(G. 3749/32.—21.10.1932.)

Dockyards fitting 2-pdr. “M” mountings are to ensure that in the event of old type branch breakers being utilised for this service an auxiliary switch, Pattern 2923, is fitted in the breaker or a suitable push at the starter so as to interrupt the negative feed to prevent the operating coil being burnt out should the starter handle be accidentally left on the first step or position of the starter.

**2451.—Explosive Packages—Marking by Red Banding**

(A.S. 4320/31.—21.10.1932.)

In order that all packages containing explosives may be readily distinguished from other Service stores when embarked in H.M. ships, the present method of marking explosive packages with two red bands is to be extended to future supplies as follows:—

- (a) All packages containing explosives are to have two red bands painted round them. These red bands need not be removed when the package is emptied if the package is of a type normally used for packing explosives. This will apply to all Naval armament packages containing explosives, and also to packages containing explosives obtained from the War Office and the Air Ministry for issue to H.M. ships.
- (b) All stores containing explosives not normally issued in packages, are to have one red band painted round them.
- (c) Containers filled with explosives normally issued in packages, but which during use and handling in H.M. ships are removed from the packages, are to have the word “explosive” overprinted in red on the labels affixed to the containers describing the stores.

2. The foregoing instructions do not apply to packages containing explosives, which are completely painted red. Warheads will not be red-banded, but when issued to H.M. ships in their boxes, the boxes will be red-banded.

3. Cartons, bandoliers and charger cases will not be subject to 1 (c) above.

4. The revised system will be introduced gradually and the packages and containers re-marked as necessary, as the stores pass through the laboratories for examination and repair.

(A.F.O. 1176/33.)

### **2492.—Gun Mountings, 2 pdr., M, Mark V—Loading Sprockets**

(G. 01576/32.—28.10.1932.)

Failures have occurred in 2 pdr., M, Mark V mountings, through the belt connecting links becoming hooked over the spindle of the loading sprockets.

2. To prevent further failures of this nature the existing guide plates are to be removed and modified guide plates, made in accordance with E.F.O. 118/32, fitted in their place.

3. The manufacture and fitting of the modified guide plates is to be carried out by ships' artificers in mountings already fitted in ships, and by dockyards concerned in those mountings not yet fitted in ships, namely, Reg. Nos. 9, 12 and 13.

### **2496.—*Issued Confidentially.***

### **2497.—Fuzes, Time and Percussion, Removed from Cylinders—Expenditure**

(G./A.S. 2804/32.—28.10.1932.)

Attention is drawn to the instructions contained in O.U. 5408, Article 237, and particularly to those in Clauses (1), (5) and (3).

2. The numbers of fuzes returned to armament depôts in accordance with the above article have in most cases been normal, but very large numbers have been returned from some ships. In particular, one ship returned over one hundred fuzes at the end of two successive practice periods.

3. The cost of replacing these fuzes is heavy, as they cannot be emptied and refilled economically.

4. Where covers are fitted to fuzes they should only be removed at the last possible moment before the fuzes are required for use, and should be carefully replaced on unexpended fuzes immediately after the practice, preferably in a dry atmosphere.

### **2629.—21 in., Mark VII Torpedoes—Fitting of Strainer and Nozzle for Regulating Displacement Water Supply to Lubricating Oil Bottle**

(A.S. 4046/32.—11.11.1932.)

In order to obtain more efficient control over the oil consumption in 21 in., Mark VII torpedoes (*a*) at high oil temperatures, and (*b*) over a wide range of oil temperature above or below that set on the variable oil nozzle, it has been approved to fit a nozzle (or choke) in the displacement water supply to the lubricating oil bottle.

2. The nozzle (.02 diameter) is incorporated in a strainer body which is housed in an adapter, the latter being coupled to the inlet nipple of the water non-return valve in the balance chamber as shown on E.F.O. 138/32.

3. The following procedure should be adopted when fitting in torpedo:—

Couple the adapter (with strainer assembled) supplied, to the inlet nipple of water non-return valve, the joint being made with washer, copper, St. No. 904. Set the existing inlet pipe to suit the adapter, then couple up. Replace B.C. door and fittings on angle ring.

4. This modification is to be carried out by ship's staff to 21 in., Mark VII torpedoes on board, the necessary gear being demanded from the nearest torpedo depôt under the following nomenclature, viz.:—

*Section V.*

Strainer and nozzle for regulating displacement water supply to oil bottle, 21 in., Mark VII.

Supply will be made as available from manufacture.

### 2630.—18 in. Sperry Signalling Lamps

(T. 3125/32.—11.11.1932.)

Cases have recently occurred at sea of the negative control coils of the 18 in. Sperry signalling lamps burning out.

2. These coils are wound with No. 22 gauge enamelled wire giving an approximate resistance of 15 ohms, or they may have been rewound with No. 22 gauge D.S.C.

3. Should the negative control coils on these lamps become defective due to burning out, they should be rewound with No. 20 gauge D.S.C. wire giving approximate resistance of 6-7 ohms. This has been found to give satisfactory results.

4. An adjustment to the control spring is necessary to ensure that the lamp burns at the correct voltage with the rewound coil.

### 2663.—Gun Mountings, 4 in., S.I.—Range and Deflection Dials

*Submarines and Portsmouth Yard.*

(G. 5720/32.—18.11.1932.)

All 4 in. S.I. mountings in submarines, supplied with Mark XII guns, should have range and deflections dials graduated for a muzzle velocity of 2,100 ft./sec. only, and to Range Table 172 or 328 which are similar.

2. Any of the above vessels not yet in possession of these dials should demand new ones correctly graduated from Portsmouth Yard, and on receipt of same, arrange for the return of their existing dials to the Yard.

### 2664.—Projectiles, Practice, 4 in., weighted—Precautions when Firing at Short Ranges

(G./A.S. 3497/32.—18.11.1932.)

It has been found that 4 in. practice projectiles, weighted H.E.S., Marks VII and III, are liable to break up on impact with the water when fired at short ranges, throwing fragments a considerable distance to the right of the line of fire.

2. In all practices where these projectiles are used and the range is less than 4,000 yds., the towing vessel is to be to the left of the line of fire. If an additional marking vessel is employed to the right of the line of fire, she is not to be less than 2,000 yds. astern of the target.

3. The above restrictions are also to apply to projectiles, practice, Mark VIII, weighted P.S. until further notice.

2666. }  
2675. } *Issued Confidentially.*  
2723. }

**2767.—Issued Confidentially.****2776.—15 in., B.L., Mark I Mechanism—Operation of Plunger Catch Retaining Breech Screw Open—Fitting of Bracket and Plate Guide**

(G. 1749/32.—2.12.1932.)

When 15 in. breech mechanisms are opened with the gun at elevation, there is a tendency for the breech block to fall out of the gun faster than it can be swung out of the gun by the hydraulic operating cylinder or hand wheel. This falling out movement produces a walk round of the mechanism gear wheels on the lower hinge pinion which moves the breech gear and finally the lever breech screw in a direction of breech closing although the breech is actually falling open. This, particularly at left guns, since the lever breech screw is rising in opening at these guns and therefore its weight will assist the closing movement above referred to, tends to put the slot for catch retaining breech screw open in the lever breech screw out of line with the plunger catch retaining breech screw open and to prevent the correct entry of the latter.

2. The bracket and plate guide device is designed to prevent this closing movement of the breech, in the event of the breech screw falling out of the gun, by providing a definite impediment to any rotary movement of the breech screw of a magnitude greater than that which will allow of the correct entry of the plunger catch retaining into its slot.

3. Fixed positions for the bracket on the gun and the guide plate on flange of the breech screw have been laid down, but in order to allow of individual adjustment of component mechanisms to guns, the guide plates for fitting on the flange of the breech screw will be supplied with surplus metal on the operative surfaces and in the un-hardened condition.

4. The procedure for carrying out the adjustments and fitting of the gear, which will be done in the R.N. Armament Dépôts, is as follows:—

- (a) Fit the guide plate to breech screw, guide bracket to gun, and modify stop face for breech screw lever on carrier in accordance with the instructional prints.
- (b) Place the gun horizontal and adjust the breech screw for concentricity, using the gauge testing seat of obturator.
- (c) Place the mechanism in such a position that the centre line of the body of the plunger catch retaining breech screw is coincident with the centre line of the slot in the plate catch retaining breech screw open, and scribe a line across the end of the carrier and lever breech screw where they butt and where they can be clearly seen when the breech is operated.
- (d) Adjust the stop face for lever breech screw so that the lever is hard down on its stop when the lines mentioned at (c) are coincident.
- (e) Adjust the hinge pinion stop so that it is hard down when the lever breech screw is also down on its stop.
- (f) Adjust the working face of the guide plate on the breech screw, so that a clearance of .04 in. exists when the breech screw passes the corresponding face on the guide bracket and harden the operative face. In making this adjustment, care is to be taken to preserve the correct contour and dimension of the working face in accordance with the detail drawings and that the scribed lines are coincident when the clearance is adjusted.

5. The inoperative side of the plunger catch retaining breech screw open is to be modified as shown on Instructional Print N.O.D. 2130/77 to facilitate entry.

6. Mark II actuating plates (N.O.D. 2130/59) and latches, retaining, of the adjustable pattern are to be fitted. The latches are to be adjusted so that the operative end is .125 in. clear of the flange of the breech screw when the scribed lines are coincident, and then permanently secured, as shown on the Instructional Print N.O.D. 2130/77.



7. To test the adjustment after fitting. Place the gun at 10 degrees elevation and open the breech slowly by hand. The plunger catch should enter its slot correctly. The slower the opening the more severe is the test.

*Note.*—(a) If the breech is opened very slowly at high elevations of the gun, considerable falling out movement of the breech screw and carrier and, therefore, a considerable radial movement of the breech screw in a closing direction may be expected. This will bring the guide plate on the breech screw hard up against the guide bracket on the gun and may arrest the opening movement until greater power is exerted to open the breech. This is normal. The hardness of contact between the guide plate and guide bracket should never be great enough when the breech is opened at normal speed to prevent a correct opening of the breech.

(b) Close the breech in power or hand with red lead marking on the guide plate and verify that there is no transference of this marking to the guide bracket on the gun when breech is closing. If there is any transference of marking, it indicates that the plunger catch retaining and/or its slot in the lever breech screw are worn to an unserviceable extent on their operative surfaces and they must be replaced.

8. In order to prevent damage to the mechanism in the unlikely event of a failure of the catch retaining breech screw open, the spur on the lever breech screw will be extended to form a bevel in accordance with the Instructional Print N.O.D. 2130/77.

9. The above adjustment is a modification of the adjustment previously called for and is to be carried out on all guns now fitted with the bracket and plate guide device. Those ships to which this device has been fitted, but has subsequently been removed, are to have this gear replaced with the above adjustment. The gear will not be fitted at present to any 15 in. guns or mechanisms which have not been modified to receive it.

10. All 15 in. guns are to be fitted with modified lever breech screws of the type referred to at paragraph 8 above.

11. It should be noted that the specification time of operation of the 15 in. breech mechanisms in power is five seconds to open and five seconds to close at all angles of elevation.

### **2781.—*Issued Confidentially.***

### **2785.—Torpedoes—Stores and Tools—Washers, Celluloid, St. No. 1382—Thickness**

(A.S. 3374/32.—2.12.1932.)

Recent supplies of washers, celluloid, for plugs over fuel bottle strainers, St. No. 1382, have been manufactured to .02 in. thickness and in many cases will not make a tight joint as the plug bottoms on the threads in the fuel bottle with the washer in place. When trying to make a tight joint the pressure applied shears off the two positioning feathers on the top of the fuel bottle.

2. In order to overcome this difficulty it has been approved to cement two washers together.

3. Future manufacture washers, celluloid, St. No. 1382, will be of .04 in. thickness.

**2786.—A.W. Torpedo Tubes and Supports—Painting**

(T. 3142/32.—2.12.1932.)

The following procedure for the preservation of A.W. torpedo tubes is to be carried out in new construction ships, and when repainting becomes necessary in existing ships :—

*Tubes.*—The outside of each tube (except as otherwise stated under “Carriage”) is to be painted with two coats of red lead, followed by two coats of grey.

The inside of each tube is to be painted with two coats of “Bitumastic” solution.

*Carriage.*—The top and bottom surfaces of the carriage are to be painted with two coats of “Bitumastic” solution. Special attention is to be given to the space enclosed by each tube support, this space, including the underside of the tube, being given two coats of “Bitumastic” solution before the tube is secured to the carriage.

*Racer Support.*—The inside of the racer support, including the deck and the pivot support is to be painted with two coats of “Bitumastic” solution.

2. “Bitumastic” solution, where stipulated, is to be applied by Dockyard labour in existing ships, all old paint being completely removed, and the metal surfaces made thoroughly clean and dry before applying the solution.

(A.F.Os. 1039/33 and 2935/33.)

2854. }  
2856. } *Issued Confidentially.*

**2898.—Gun Mountings, 8 in., Marks I and I\*—Internal Washout System—REPORT***“Kent” and “London” Classes, and Yards concerned.*

(G. 6084/32.—16.12.1932.)

The fitting of internal washout system to 8 in., Marks I and I\* mountings, Admiralty Modification No. 57, necessitates boring additional holes through the rear rings and balance weights of the cradles, or, in certain cases, the enlargement of existing holes originally bored for variable run-out control, which work can only be carried out satisfactorily when guns and cradles are removed from the turrets.

2. It has therefore been decided that this modification should not be carried out until it becomes necessary to exchange 8 in. guns in these mountings.

3. The item, however, should be retained in the ships’ lists of approved alterations and additions.

4. Whenever it is known that an exchange of guns is to take place, yards concerned are to request Admiralty instructions concerning fitting the modified washout system, an estimate of the cost of the work involved being forwarded at the same time.

5. Arrangements have been made for the delivery of sufficient sets of details for eight cradles to Portsmouth Yard, for issue on demand. Demands should only be forwarded by yards concerned when the details are actually required for fitting.

6. Drawings for guidance in fitting and for estimating purposes will be distributed shortly.

7. *Portsmouth Yard only.*—The eight sets of details to be delivered in accordance with Admiralty Letter C.P.15289/32, dated 28.10.32, should, on receipt, be retained in gun mounting store to meet demands as above, any issue being reported to the Admiralty separately.

(C13735)

2900. }  
 2904. } *Issued Confidentially.*  
 2905. }

### 2906.—Electrical Spare Gear

*Battleships, Battle Cruisers, Cruisers, Aircraft Carriers and Destroyers.*

(M.F. 2337/32.—16.12.1932.)

The reduction of high power electrical spare gear has been under review and the following decisions are promulgated for general information.

2. Armature and field coil spares are not to be provided for the motors for the fresh-water pumps, commutator grinders, hammer-motor alternators, lathes under 6 in., winches, cranes, after capstan, submersible pumps, forges, and wood workers.

3. For each class of ship, one set of spares (armature and field coils) for each type of motor used for turbine turning, main circulating and oil purifiers, are to be stored at a home dockyard, in lieu of the present allowance of spare armature and field coils carried on board each ship.

4. The full set of field coils is to be reduced to a half set for the main dynamos and the low-power dynamos.

5. Spare motors for the 12½, 7½ and 5 in. fans, and also the CO<sub>2</sub> recording instrument spares, are not to be provided.

6. Subject to the above modifications, the existing allowances of spares are to be retained.

7. In existing ships it is not intended that spares already provided in excess of the above allowances should be surrendered, but as they are expended or utilised replacements will not be made until the reduced allowances have been reached.

### 2954.—B.L. Guns—Missfires.

(A.S./G. 1818/32.—23.12.1932.)

The following action in addition to that ordered in Articles 310 and 311 of the Naval Magazine and Explosives Regulations is to be taken by ships in home waters *and on Mediterranean and China Stations* whenever a tube in a B.L. gun fires and fails to ignite the charge:—

(a) After the completion of the practice the tubes remaining in the breechworker's belt at the gun in question are to be sealed up immediately in the most airtight package available and sent to a Naval Armament Depot at the earliest possible moment for immediate transmission to Naval Armament Supply Officer, Woolwich, for critical examination. This Order is to be quoted on the package as the authority for landing.

(b) The report of the missfire forwarded in accordance with Articles 310 and 311 of the Naval Magazine and Explosives Regulations is to include a statement that this has been done, and the following additional information is to be given:—

(i) The date when the tubes in question were removed from their boxes.

(ii) The conditions of storage during this interval.

2. It is to be noted that this Order does not apply on occasions when tubes themselves missfire.

## 2965.—Voicepipes—Communication between Bridge and W/T Office—Modifications

*Submarines.*

(S.D. 887/32.—23.12.1932.)

The following modifications are to be made to the voicepipes in submarines so that communication may be facilitated between the bridge and W/T office, without cutting-off communication between the bridge and the helmsman.

2. “*L*” and “*L.50*” *Classes*.—The existing voicepipe from the W/T cabinet to control room is to be extended to a position near the helmsman’s voicepipe communicating with the bridge, an additional branch is to be fitted to the helmsman’s voicepipe, and these two pipes connected by a short length of flexible voicepipe.

3. “*Oberon*,” “*Odin*,” “*Parthian*” and “*Rainbow*,” “*Thames*” and “*Swordfish*” *Classes*.—The helmsman’s voicepipe from the bridge to the control room is to be fitted with an additional branch, and a length of flexible voicepipe supplied so that this additional branch may be plugged into the voicepipe communicating between the W/T office and the control room.

4. The work is to be carried out by dépôt ship’s staff for ships in commission and by the dockyard for ships building.

## 2966.—Spare Fabric Parts for Aircraft—Stowage in H.M. Ships

(D. 0646/32.—23.12.1932.)

It has been decided that, in future, where stowage in cases has not already been arranged, the spare fabric parts for aircraft are to be stowed bare in overhead racks between decks. The stowages should, in general, be arranged by the dockyards concerned, in conjunction with the ship’s officers, when aircraft are carried or catapults installed. Any work which is beyond the capacity of the ship’s staff may be undertaken by the dockyard. When the spare fabric parts are received while the vessel is not in dockyard hands, the stowage should be arranged by the ship’s staff.

## 2999.—Issued Confidentially.

## 3009.—Domestic Automatic Refrigerators and Cooling Machinery Generally—Nomenclature

(M.F. 2176/32.—30.12.1932.)

The practice of referring to small automatic refrigerators of the household type by a proprietary name, whether foreign or British (*e.g.*, Frigidaire, Marco, etc.), is undesirable, and all such machines are to be known in future as “Domestic Automatic Refrigerators.”

2. The nomenclature for cooling appliances of various types is to be standardized as under :—

<i>Description.</i>	<i>Standard Nomenclature.</i>
(i) Machinery for a combination of cooling purposes on board ship, <i>e.g.</i> , meat and vegetable rooms, magazines, ice making, water cooling, air conditioning, etc.	Cooling machinery.
(ii) Machinery for cooling meat and vegetable rooms only.	Refrigerating machinery.
(iii) Machinery for magazine cooling only ...	Magazine cooling machinery
(iv) Machines for making ice only ...	Ice machines.
(v) Small automatic plant for use in ward rooms, messes, etc.	Domestic automatic refrigerators.
(vi) Ice cabinets, Patterns 241 and 242, etc. (page 632 of Rate Book).	Ice-cooled cabinets.

## 1933

### 19.—Cartridges Q.F., 2 pdr., Mark II Guns—Re-positioning in Belts.

(A.S. 3109/31.—6.1.1933.)

It has been approved to re-position belted rounds for Q.F., 2-pdr., Mark II guns, with the front edge of the belt positioned 7.9 ins. from the base of the cartridge case.

2. Service belt filling machines are to be modified to enable the above belting figure to be obtained in accordance with drawing N.O.D. 2193/9, the work being carried out at Royal Naval Armament Depôts as opportunities offer. Any parts required are to be manufactured locally.

3. The change indicated in paragraph 1 is to be applied as soon as the machines are modified. No modification to the guns is involved.

### 23.—Felt in Ammunition and Warhead Boxes—Treatment to Prevent Mildew.

(A.S. 5932/32.—6.1.1933.)

Felt used for packing ammunition, warheads or other explosives will in future be proofed with a solution of dinitro-alpha-naphthol to prevent absorption of moisture and mildew growth.

2. Material so treated will be a bright yellow in colour.

### 25.—Torpedoes—Responsibility for in T/B Flights.

(T. 3675/32.—6.1.1933.)

When T/B flights are embarked, the responsibility for torpedoes is defined in King's Regulations and Admiralty Instructions, Article 1243.

2. When a T/B flight is disembarked with torpedoes, the responsibility for them shall rest with the senior officer of the unit, unless such unit is at a Royal Air Force base where there is a Base Torpedo Section or a Royal Air Force torpedo bomber squadron. In the latter case, the officer in charge of the Base Torpedo Section, or the Squadron Torpedo Officer, is to be, under his Commanding Officer, responsible for the maintenance of all torpedoes.

3. Instruction with regard to the calculation of air charges, the testing of pressure gauges and other routine subjects is to be given to disembarked flights by the Base or Squadron Torpedo Officer where applicable; otherwise by the Torpedo Officer of the carrier.

4. Returns of torpedo running are to be rendered by the aircraft carrier to include all running done by T/B flights belonging to the ship, whether carried out from the ship or from the shore base. Reports of loss and damage are to be rendered by the Base or Squadron Torpedo Officer, where applicable, to the Commanding Officer of the carrier, through the Officer Commanding the R.A.F. base or station. When there is no Base or Squadron Torpedo Officer, the Senior Officer of the disembarked unit will render the report through the same channels.

5. History sheets are to be completed under the direction of the Base or Squadron Torpedo Officer, where there is one; otherwise by the Senior Officer of the disembarked unit.

6. Torpedoes are to remain on the store charge of the Gunner (T) of the aircraft carrier, adjustments being made as necessary if the torpedoes are lost, or so damaged as to cause their return to a torpedo dépôt.

7. The number of torpedo ratings to be landed with the flights should normally be in addition to the usual complement of Naval ratings—

- 1 E.A.,
- 1 Leading Seaman L.T.O.,
- 2 Able Seamen S.Ts.,

to each flight landed.

In addition, ratings attached to the headquarters flight in an aircraft carrier where two torpedo bomber flights are carried—

- 2 E.As.,
- 1 Petty Officer T.G.M.,
- 2 Leading Seamen L.T.Os.,
- 3 Able Seamen S.Ts.,

are to be considered available so far as the routine work on board the carrier permits.

8. The actual number of ratings is to be determined by arrangements between the officer commanding the carrier and the officer commanding the R.A.F. base or other shore station concerned.

9. Naval ratings thus disembarked with a torpedo bomber unit are to be placed, so far as their technical duties are concerned, under the control of the Senior R.A.F. Torpedo Officer of the base, or the Torpedo Officer of the Royal Air Force Squadron, where there is one, or under the Senior Officer of the disembarked units as the case may be.

10. Arrangements have been made with the Air Ministry for the issue of these instructions in the Air Ministry Orders.

## **27.—Ships' Searchlight Equipment—Instructions for carrying out Trials after Modernisation.**

(T. 3409/32.—6.1.1933.)

When the searchlight equipment of ships is modernised by the addition of power control, trials are to be carried out by officers of H.M.S. "Vernon."

2. The Superintending Electrical Engineer of the dockyard at which the work is carried out should be associated with these trials.

3. It is desirable that these trials should be carried out at some convenient opportunity when the ship is at sea, and this should be arranged whenever possible. The time required for the trials should not exceed two hours.

## **29.—C.D. Oil for Lubricating certain Gyro Compass Bearings—Introduction.**

(N.S. 13538/32.—6.1.1933.)

As a result of the trials authorised by A.F.O. 379/30, it was decided to replace Sperry oil, Pattern 91, with a special preparation of mineral oil known as C.D. oil, to which Pattern 92 has been assigned under subhead E.5b, for the lubrication of the bearings collectively known as "S" (slow moving) bearings on the gyro compass.

2. The following are included in "S" bearings:—

- (a) Lower guide bearing.
- (b) Upper guide bearing (in the suspension).
- (c) Mercury box pivot bearings, E. & W.
- (d) Horizontal bearings, E. & W.
- (e) Mercury box leg roller bearing.

3. Sperry oil, Pattern 165, will continue in use for rotor bearings as heretofore.

4. As it is most undesirable that C.D. oil should be used on bearings already lubricated with Sperry oil, it is only practicable to institute the use of C.D. oil on occasions when the compass is stripped down; for this reason C.D. oil will not in the first place be supplied generally to replace Sperry oil, Pattern 91, and is not, therefore, to be demanded until it has been instituted as shown below.

5. In future, all gyro compasses, new or reconditioned, and all controls, will be issued from Slough with the "S" bearings lubricated with C.D. oil; at the same time half-a-pint of C.D. oil will be supplied in a round glass bottle with glass stopper by the Yard supplying the compass or control.

6. In order to facilitate the introduction of C.D. oil into *all* the "S" bearings when a control is supplied, for the present and for some time to come, the remainder of the "S" bearings, not usually included with a control, namely, suspension with upper guide bearing, lower guide bearing, E. & W. mercury box pivot bearings, already lubricated with C.D. oil, will be supplied with the control.

The old "S" bearings thus replaced are to be returned to Slough, together with the spare bearings, Pattern 1271. If, however, the ship receives a control for a compass already lubricated with C.D. oil, these new additional "S" bearings will not be required and are therefore to be returned to Slough.

All bearings returned should be *cleaned, oiled, and carefully packed* in one parcel, and labelled: "'S' bearings from H.M.S. ....".

Failure to carry out these instructions leads to damage to, and consequent condemnation of, the bearings, and involves considerable expense in replacement.

7. Whenever a compass is stripped down under the supervision of a representative of the Compass Department or the Superintendent of Gyro Compasses, Malta, opportunity will be taken to clean the "S" bearings and to lubricate them with C.D. oil. At the same time a supply of C.D. oil will be made as referred to in paragraph 5 above.

8. On foreign stations, other than the Mediterranean, no special arrangements will be made for the institution of C.D. oil, except as indicated in paragraphs 5 and 6.

9. When C.D. oil is supplied and the "S" bearings have been once lubricated with it, this oil only is to be used for their lubrication; it is to be used as already laid down for Sperry oil, Pattern 91, which latter is then to be returned to store.

10. In ships where C.D. oil has been put into use and Sperry oil abolished, the azimuth motor and other moving parts attached to the spider should be lubricated with the special oil supplied for lubrication of fire control instruments.

11. In future, all compasses or controls lubricated with C.D. oil will have the letters C.D.O. stencilled on the North mercury box.

## **161.—Director Firing Gear—Gyro Firing Gear Spares for Depôt Ship or Base—REPORTS**

*Leaders, Depôt Ships and Establishments concerned.*

(G. 24/33.—20.1.1933.)

In future all flotilla spares for gyro firing gear in destroyers will be retained at the respective bases or in depôt ships. A revised allowance has also been decided upon.

2. The arrangements detailed hereunder do not affect the small quantity of spares and accessories normally carried on board each vessel, *e.g.*, springs for "C" adjustment and "B" adjustment—one of each; tools and cleaning gear—1 set; light filters—1 set of 3; contact rollers—1 set, and vaseline.

3. Column 2 of the following schedule indicates the revised allowance of base spares for gyro firing gear of leaders and destroyers.

4. Columns 3, 4, 5 and 6, of the schedule represent the supplementary quantities to be supplied, which, together with the flotilla spares at present available on board the depôt ship or leaders concerned, were required to make up the revised allowance shown in column 2.

5. The quantities in column 3, to be issued to "Sandhurst" for the 1st, 3rd and 4th Flotillas, are additional to the base spares purchased under the contract for the supply of the component and spare instruments of "Acasta" and "Beagle" classes (C.P. 13771/29).

6. *Schedule of Spares.*

Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.
Item.	Allowance per Flotilla.	Items being supplied to supplement Spares at present on board Depôt Ship and Leaders.			
		"Sandhurst," for 1st, 3rd and 4th Flotillas.	8th Flotilla.	5th Flotilla.	6th Flotilla.
Bearings and ball races for rotor spindle.	2 pairs	—	—	1 pair	1 pair
Escapement levers ...	1	3	1	1	1
Gymbal bearings ...	1 pair	3 pairs	1 pair	1 pair	1 pair
Springs for C adjustment.	1 set	3 sets	1 set	1 set	1 set
Hardened steel and pieces for rotor spindle.	6	—	—	—	—
Rollers engaged in spiral of prism disc.	1	3	1	1	1
Springs for adjustment B.	1	1	1	1	1
Complete gyro (in stowage box).	1	1	—	1	1
Gyro gymbal sights ...	1 pair	1 pair	1 pair	1 pair	1 pair
Eccentric collar ...	1	1	1	1	1
Tools and cleaning gear	1 set	1 set	1 set	1 set	1 set
Springs for relay armature.	2	2	2	2	2
Relay contact blades ...	1 pair	1 pair	1 pair	1 pair	1 pair
Light filters ...	1 set of 3	1 set of 3	1 set of 3	1 set of 3	1 set of 3
Screws, bolts and nuts for sight.	1 of each	1 of each	1 of each	1 of each	1 of each
Screws, bolts and nuts for relay.	1 of each	1 of each	1 of each	1 of each	1 of each
Wick ...	1 ft.	1 ft.	1 ft.	1 ft.	1 ft.
Vaseline ...	1 tin	—	—	—	—
Steel balls, .125 in. dia.	12	36	—	12	12
Complete relays ...	1*	—	—	1	
Spring contact for gyro	2 sets	—	—	—	—
Contact rollers ...	4	—	—	—	—
Contact discs ...	3	—	—	—	—

\* 1 for two flotillas.



7. It has been decided that flotilla spares, exclusive of complete relays for the Home Fleet destroyers, shall in future be stored at Portsmouth, Chatham, and Devonport Yards on the basis of a set for one flotilla at each port. Base spares for the 8th Flotilla are to be stored at Hong Kong Yard. (Complete relays will be carried by the Senior Officer's vessel, *e.g.*, "Centaur.")

The flotilla sets for Mediterranean destroyers will continue to be carried on board "Sandhurst," and will be the quantities necessary for *three* flotillas.

### 166.—Q.F. 2 pdr., Mark VIII Gun—Short Recoils—REPORTS

(A.S./G. 5916/32.—20.1.1933.)

Where recoils of 7.3 in. or less are recorded when Q.F., 2 pdr., Mark VIII, guns are fired, a report is to be rendered to the Secretary of the Admiralty (C.S.A.S.), giving details of the occurrence.

2. Reports should include the following particulars, *viz.* :—

- (a) The length of the recoil obtained.
- (b) The elevation of the gun.
- (c) Whether the incident occurred at the first or a subsequent round.

### 167.—Gun Mountings, 8 in., Marks I and I\*—Modification of No. 11B Interlock—REPORT

*"Kent" and "London" Classes, Dockyards.*

(G. 5782/32.—20.1.1933.)

### 182.—W/T—Tuner-Amplifiers B.11 and B.12 and Amplifier M.19—Precautions.

*Ships and Shore Stations concerned.*

(S.D. 1244/32.—20.1.1933.)

In tuner-amplifiers B11 and B12, and also in amplifier M19, which will be issued shortly, a potentiometer circuit exists across the high tension supply terminals and cannot be broken. It is therefore necessary for the H.T. supply circuit to be broken externally to the receiver to avoid a constant drain on the high tension battery when the receiver is not in use.

2. *Ships concerned.*—Precautions are to be taken to ensure that the high tension supply is broken at the switches mentioned below whenever the receivers are not in use :—

- (a) *Ships fitted with racks.*—Pattern 1446 switch, H.T., L.T., provided on the side of the rack.
- (b) *Ships not fitted with racks but supplied with Pattern 6806A board, distributing battery.*—Switch provided on the board.
- (c) *Ships not fitted with racks and not supplied with Pattern 6806A board, distributing battery.*—Pattern 1276A switch provided with 100-volt battery outfits.

*Note.*—Cases may occur where two of these receivers are mounted in the same rack or receiving bay. It is not considered that the extra drain on the high tension battery by reason of the potentiometer circuit in the receiver not in use, will be of serious consequence, provided that the switches mentioned are broken when *neither* receiver is being used.

3. *Shore Stations.*—Local arrangements are to be made to break the high tension supply external to the receiver.

### 185.—Issued Confidentially.

**186.—Submarine Periscopes—REPORTS**

(N.S. 110/33.—20.1.1933.)

Repairs to submarine periscopes which are beyond the capabilities of the periscope E.R.A. of a submarine dépôt ship will be carried out, as far as practicable, at Fort Blockhouse, and all instruments needing such repair should be forwarded to that establishment. A small working reserve of stores of a special nature required for such work may be maintained at Fort Blockhouse, and should be replenished by demands on the Superintending Naval Store Officer, Portsmouth.

2. On receipt of periscopes for repairs at Fort Blockhouse, that establishment will acquaint the Admiralty if the repairs required are beyond local resources.

3. On a submarine being ordered to pay off, except when ordered to recommission very shortly afterwards, the periscopes should be removed and placed in the dépôt ship if practicable. When it is not possible to do this, the dockyard at which submarine pays off should remove the periscopes and forward them to Fort Blockhouse. The removal and receipt in dépôt ship or despatch to Fort Blockhouse should be reported to the Admiralty.

4. In view of the expense of forwarding periscopes by rail, owing to their length, they should be sent from home ports to Fort Blockhouse by store carrier, via Portsmouth Dockyard, whenever possible, rail transport being resorted to only in cases of urgency when free water freight is not likely to be available in the near future. Similarly when periscopes have to be sent from Fort Blockhouse to contractors for repair, arrangements should be made with the Superintending Naval Store Officer of Portsmouth Dockyard for the most economical means of transport possible.

5. Periscopes should always be despatched in their special wooden cases.

6. Any re-allocation of periscopes should be reported to Admiralty and Rear-Admiral (S), through the Administrative Authority, at the time the change takes place.

7. Attention is called to the necessity of referring to periscopes by their type and number when mentioned in correspondence.

8. This Order is also applicable to foreign stations.

**229.—Issued Confidentially.****230.—Branch Breakers Controlling Single Motors.***H.M. Ships.*

(M.F. 1614/32.—27.1.1933.)

Consideration has been given to the methods adopted for switching off, in an emergency, breakers controlling single motors, and it has been decided that the existing arrangements are the most suitable, *i.e.*—

- (a) for breakers controlling steering motors, to short circuit the operating coil of the breaker, as shown on drawing No. D.E.E. 4209 R/4, and
- (b) for breakers controlling other single motors, to break the holding on circuit of the breaker, as shown on drawing No. D.E.E. 3029 R/11.

2. When emergency “off” pushes are fitted for breakers which are used for controlling single motors and also for the illuminating ship circuit, the arrangement should be as shown on drawing No. D.E.E. 3084 R/11 (E.F.O. 167/32 (2)), which has been modified to include an emergency “off” push, if required.

3. In this instance the fitting of an emergency "off" push necessitates the provision of an additional auxiliary contact in the 150-ampere D.P. changeover switch in order that the emergency push shall function only when the breaker is controlling the single motor.

4. In existing ships the changeover switches are fitted with one auxiliary switch blade only, and these switches cannot conveniently be modified to include two blades. In such instances an alternative arrangement may be adopted by disconnecting the auxiliary switch and fitting a separate small double-pole changeover switch, A.P. 4101, in lieu, as shown on drawing No. D.E.E. 5096 (E.F.O. 167/32 (3)).

5. Where possible, the operating shafts of the two switches should be mechanically connected in order to secure simultaneous operation of the switches. In ships where this may not be possible, an engraved plate should be secured in a prominent position instructing the operator to ensure that both switches are operated on each occasion of switching over.

6. Drawing No. D.E.E. 3029 R/11 (E.F.O. 167/32 (1)), showing the wiring diagram for a branch breaker controlling a single motor, also embodies a slight modification to render operation of the emergency push effective when the motor controller is on the first step.

7. Any modifications to existing arrangements necessary to conform to the above arrangements should be carried out by the ships' staffs.

8. The instructions for bringing the circuits of emergency "off" pushes into line with the latest practice, are intended to apply only where an "off" push is already fitted in order to stop a motor in an emergency and, so far as existing ships are concerned, no action need be taken to conform to the instructions unless the existing arrangements have proved unsatisfactory.

### 236.—Vessels—Insurance during Refit or Repair.

(C.P. 23406/32.—27.1.1933.)

It has been decided that when H.M. vessels are entrusted to contractors for repairs, refits, etc., and are not under effective Naval control but remain in the charge of the contractors during such work, the firms are to be required to accept full responsibility for the vessels. In future invitations to tender (except as indicated in paragraph 3 hereof) firms should be informed of the value of the vessel, including armament, stores, etc., for insurance purposes, and asked to quote a price for repairs, etc., *inclusive* of insurance for the whole period involved.

2. It should always be made clear to the contractors that they are required to accept full responsibility for the vessel, including armament, stores, etc., and also for any stores or fittings belonging to the vessel which may be landed either prior to or during the repairs and temporarily stored on contractors' premises, for the whole period whilst they are in their charge, and that, as it is their liability in this connection which is required to be insured, the insurance should be taken out in the names of the contractors alone and not in the names of the Lords Commissioners of the Admiralty. The insurance policies, which should also cover articles landed from the ship and stored on contractors' premises, would be required to be deposited with the Admiralty or local Naval Authorities. The contractors should always be required to record in writing their acceptance of full responsibility for the vessel, stores, etc.

3. The Admiralty, however, will accept the risks while vessels are undergoing docking or refit when full or part Naval crew is on board and is in effective control of the vessel. Insurance by contractors will not then be necessary.

Before tenders are obtained, therefore, it will be necessary for the Commanding Officer to consider whether the vessel will be under effective Naval control throughout the whole of the period of the repairs: if not, the procedure indicated in paragraphs 1 and 2 of this Order should be followed, care being taken to see that insurance has been effected before the vessel is handed over to the contractors.

4. When articles belonging to a ship undergoing refit or repair are required to be landed for temporary storage in a private dockyard, a list, in duplicate, of such articles should be prepared by the officers concerned. One copy should be retained by the firm and the other copy (duly *receipted* by a responsible representative of the firm) should be retained by the Commanding Officer for record.

Every care should be exercised by ships' officers in all such cases to ensure that no action is taken by them (*e.g.*, holding keys of lock-up buildings placed at ship's disposal by the contractors) which would afford any ground for the repairing firms to repudiate their liability for losses and damage.

5. Where it is the practice for explosives to be removed from H.M. ships refitting and stored in a private magazine, the insurance effected is to cover the value of such explosives when they are not in Naval custody. No insurance, however, need be effected for explosives landed and stored at Maluchaio magazine or at Pootung, Shanghai, in view of the special conditions.

6. Similar principles to the foregoing are to be applied to Royal Fleet Auxiliaries undergoing docking or refit by contract, and insurance by contractors will be necessary unless the vessel's full or part complement of R.F.A. officers is on board and is in effective control of her.

7. The Admiralty will accept risks of loss in respect of H.M. ships and vessels undergoing refit or repair in Dominion Government or Indian Government dockyards and such risks should not therefore be insured.

The Governments of India, Canada, Australia, New Zealand, and South Africa accept full responsibility for any of their vessels which may be sent to Admiralty dockyards for repair or refit.

8. These decisions are to apply to vessels at home or abroad.

### **237.—Spring Hawasers—REPORTS.**

(N.S. 3849/32.—27.1.1933.)

The supply of spring hawsers to submarines has been under consideration, and it has been decided that those of the types now in use in the Fourth Submarine Flotilla, modified as shown in paragraph 3 below, are for the present to be standardised and adopted in the First, Second, Fourth and Sixth Submarine Flotillas, as far as is practicable under the conditions obtaining at the respective stations on which these flotillas are serving. The general principles of the modified types of hawsers are indicated in Sketch E.F.O. 1/33.

2. The hawsers at present in use in the First, Second and Sixth Flotillas are to continue to be used until worn out. The hawsers are to be made up on board the respective dépôt ships.

3. Any hawsers of Type "A" now in use in submarines of the Fourth Flotilla are to be modified at the first opportunity by substituting 8 in. manila for the 8 in. coir rope at present fitted, and in any future manufacture of Type "B" hawsers, 2½ in. F.S.W. rope and 6 in. manila are to be used in lieu of 3 in. F.S.W. rope and 5 in. manila respectively.

### **282.—21 in., Mark VII Torpedoes—Combined Fuel and Water Cut-off Valves—Modification to Air Plunger.**

(A.S. 4298/32.—3.2.1933.)

It has been found that pressure accumulates on the upper side of the plunger, due to the centre spigot of the plunger making a seat on the plunger stop and blanking the escape hole. This pressure is not released until the spring forces down the plunger, momentarily partially closing the valves and checking the flow of fuel and water.

2. In order to overcome this trouble, it has been approved to rout two slots across the top of the centre spigot. All valves, fuel and water cut-off, St. No. 577, in chests, spare gear, 21 in., Mark VII, are to be returned to the nearest dépôt at the first opportunity for modification or replacement.

3. Modified valves, St. No. 577, are to be demanded for all torpedoes carried on board, and when these have been received existing valves in such torpedoes are to be removed and returned to dépôt for modification.

4. An entry recording this transaction is to be made in the History Sheet—the identification number being M.A.W.I.238.

### **345.—Fuzes No. 118 and No. 230—Examination before Firing—REPORT**

(A.S. 292/33.—10.2.1933.)

It has been discovered that in some of the fuzes, direct action No. 230, recently assembled, the striker cover has been inadvertently omitted.

2. A similar striker cover is fitted in the fuze, direct action No. 118.

3. The lot numbers of the fuzes from which the striker cover may be missing are as follows:—

*Fuze No. 230.*

Lots 2, 3, and 4.

*Fuze No. 118.*

Lots 1, 2, 3, 4, 5, 6, 7, and 8.

4. In order to ensure that the whole of these fuzes are correctly fitted with striker covers, arrangements are to be made for all fuzes of the above lots, whether loose in cylinders or fitted in shell to be visually examined at Naval Armament Dépôts at the first opportunity.

5. After examination the spring of the safety cap is to be painted white and the labels on cylinders containing fuzes of these lots will in addition after this examination be marked with the number of this A.F.O., *e.g.*, Exd. B.P. 3/33, A.F.O. 345/33.

6. In the event of it being necessary to fire any shell fitted with these fuzes before the dépôt examination referred to in the preceding paragraph takes place, the gunnery officer of the ship, after removal of the safety cover from the fuze, is to make sure that the striker cover is in place.

7. Any fuzes found to be deficient of striker covers are to be set aside and particulars of lot number, etc., reported to the Admiralty (C.S.A.S.).

### **347.—Issued Confidentially.**

### **349.—Semi-Permanent Beam Stops for Q.R. Mark III\* Torpedo Tubes**

*“Keith” and “Beagle” Class*

(T. 3720/32.—10.2.1933.)

Semi-permanent beam stops are to be fitted to the Q.R. Mark III\* torpedo tubes of H.M.S. “Keith” and destroyers of the “Beagle” class.

2. The work is to be carried out on the first occasion of the D.2 refits of these vessels.

### **384.—B.L., 15 in., Reduced Charges—Over-ramming**

(G. 1818/32.—17.2.1933.)

### **385.—Issued Confidentially**

### **389.—Torpedo Air Vessels—Prevention of Damage by Arcing of Temporary Electric Cables.**

(A.S. 5107/32.—17.2.1933.)

Temporary electric cables used by workmen on vessels building have been placed on or against a torpedo air vessel on two occasions recently and caused an arc, which has rendered the air vessels unserviceable. In addition to the material loss, there was serious danger of an explosion of the air vessels.

2. The attention of all officers concerned is called to this matter, and the necessary action should be taken to ensure that the insulation of temporary leads is in good condition and to prevent electric cables being placed in contact with any gear which is liable to be damaged by an arc.

3. These instructions should be regarded by Overseers of ships not insured by the Contractors as an amplification of the instructions contained in O.U. 5332.

### **390.—Torpedo Tubes, 21 in., Q.R. III, III\* and VI—Modification to Lower Securing Bolt of Rear Door**

*H.M. Ships "Acasta," "Beagle," "Crusader" and "Defender" Classes*

(T. 3258/32.—17.2.1933.)

### **396.—Issued Confidentially**

### **397.—Moving Coil Hydrophones (Types 703, 704 and 705) in Submarines—Replacement**

(S.D. 990/32.—17.2.1933.)

### **402.—Hatch Covers, Wood, to Holds of H.M. Ships**

(D. 1825/33.—17.2.1933.)

An accident occurred recently due to the iron screw fastenings of the handholds to wood hatch covers over the hold of one of H.M. ships becoming rusted and pulling out whilst the covers were being placed in position. All existing similar fittings should be examined at the first available opportunity, and where iron screws are used these should be replaced with galvanised iron through bolts, clenched up on iron washers to be flush with the underside of plank. The iron handholds should also be galvanised.

2. This item should be dealt with as a defect.

3. On all occasions of survey of this type of hatch cover a few of the handhold fastenings are to be removed so that the degree of deterioration may be observed, and general renewal made if considered necessary.

### **452.—Guns—Q.F. 2 pdr., Mk. I and II, or Mk. VIII—Reports of Failures on Forms S.1148(h)**

(G. 5770/32.—24.2.1933.)

### **463.—W/T Apparatus—Ships Paid Off into Dockyard Control for Large, or Re-tubing, Refit**

(N.S. 13269/32.—24.2.1933.)

The following instructions relating to the procedure to be adopted in dealing with W/T apparatus of ships paid off into dockyard control for large repairs, and destroyers undergoing re-tubing refit, are re-issued for the information and guidance of all concerned.

## I. SHIPS PAID OFF INTO DOCKYARD CONTROL FOR LARGE REPAIRS.

- (a) W/T power boards, charging boards, valve panels, and motor alternators are to be removed by the Superintending Electrical Engineer's Department as soon as possible after arrival of ship for the purpose of destoring, and these articles are to be dealt with subsequently as determined by Report of Survey.
- (b) As information may not be available to ship's officers at the time of destoring as to the probable supersession of certain W/T apparatus before the ship is again brought forward, and, as it is also undesirable to lock up new apparatus, particularly receiving models, when it could be more advantageously re-issued to other approved services which have not already been supplied, the Captain of H.M. Signal School, or his representative, is to be associated with the ship's officers and Superintending Naval Store Officer in deciding what is to be earmarked for Sea Store Deposit.

## II. FLOTILLA LEADERS AND DESTROYERS PAID OFF FOR RE-TUBING REFIT.

- (a) All W/T apparatus, except large apparatus (such as power boards, valve panels and charging boards), and that worked into the structure of the vessel, is, as a general rule, to be removed before the vessel pays off into *long* re-tubing refit. Experience, however, has shown that the length of re-tubing refit varies in the different dockyards and that when such refits last, say, less than four months, the removal of the W/T apparatus may be both unnecessary and uneconomical. Each case is therefore to be treated on its merits.

**468.—Davit and Jackstay Life Lines**

(M.F. 3920/32.—24.2.1933.)

Davit life lines of boats in all ships, which are fitted with hemp cordage falls, are to be of the same size as the boat falls. If wire falls are used, the davit life lines are to be of the size which would have been used had the falls been of hemp.

2. Jackstay life lines for boats are to be 3 in. for double banked and 2 in. for single banked boats.

3. These arrangements are to be provided in all new construction. For ships in commission, change as requisite is to be effected at the first opportunity, the work being done by ships' staffs.

4. This nomenclature is to be observed in future with reference to these fittings, and Rigging Warrants and Seamanship Manuals are to be amended accordingly.

**473.—Towed Sleeve Targets—Precautions to Prevent Damage to Aircraft by Lightning**

(N.A.S. 3174/27.—24.2.1933.)

*Bonding of Sleeve Target Towing Apparatus.*—All metal parts of target towing apparatus used for anti-aircraft and machine gun practice must be properly bonded to the earth system of the aircraft.

2. *Towed Sleeve Target Practice during Thundery Weather.*—No hard and fast rule can be given as to when conditions become dangerous; the following, however, classifies the atmospheric conditions in order of their danger :—

- (i) Clear sky. No danger whatever.
- (ii) More or less cloud, but no precipitation. Danger so remote that it can be neglected.
- (iii) Steady light rain. Very little danger.
- (iv) Showery rain, especially from detached clouds. The danger is sufficiently great to make it advisable not to tow sleeve targets.

- (v) Heavy showery rain, hail or snow (light or heavy). The danger is very real and targets should not be towed.
- (vi) Visible electrical discharges, far or near. The danger is great and increased with nearness of the discharges. To tow a sleeve target in these conditions is definitely dangerous.

3. Sleeve target towing should be carried out only if the weather conditions are as given under (i), (ii) or (iii) above.

#### **474.—Aircraft Components recently Doped—Dusting**

(N.A.S. 5736/26.—24.2.1933.)

During the process of doping aircraft components, an explosive mixture of gases is formed in the space enclosed by the fabric, and this mixture may retain its explosive character for three or four days.

2. Even when the usual precautions are taken against fire risks, the possibility of an explosion exists under certain conditions if planes are dusted too soon after doping. An explosion has actually occurred in such circumstances.

3. The dusting of planes, especially in a warm, dry atmosphere, induces an electrostatic charge of high voltage on the fabric and metal parts. This charge may cause a spark, which may ignite the explosive mixture in the plane, if:—

- (i) Unconnected metal parts of a plane approach each other.
  - (ii) The metal parts of a plane are brought close to earth or to another conductor of high capacity, such as metal parts of another plane.
4. To obviate the danger the following precautions should be taken:—
- (i) Before doping, all metal parts of the plane, including the control cable, must be connected together (if not already bonded) with copper wire.
  - (ii) Before dusting planes that have recently been doped, the metal parts must be connected to earth; the metal framework of the building or a metal water-pipe will serve for this purpose.
  - (iii) It is important that the connections be made in such a way as to give good electrical contact which cannot break if the wing is moved.

#### **475.—Moored Floatplanes—Lashing of Controls**

(N.A.D. 2856/31.—24.2.1933.)

Air Ministry Weekly Order No. A.108, dated 4th June, 1931, is promulgated for information, viz. :—

1. It has been found that the best position for the elevators of moored floatplanes equipped with the long type of floats, *e.g.*, those which do not depend on a tail float for their water stability, is in the neutral position.

2. All pilots in charge of the long float type of floatplanes are, therefore, to lash the controls in the neutral position when such aircraft are left at moorings.

#### **476.—Esse-Vista Stoves fitted in Destroyers—Replacement of Conical Covers**

(N.S. 1113/33.—24.2.1933.)

Where Esse-Vista stoves with conical tops are fitted in destroyers, action should be taken, when the existing tops need repair, to supply flat circular covers (enamelled) in replacement.

2. Any of these stoves returned to store with defective conical tops should be fitted with flat covers before re-issue.



**518.—Q.F. 3 in. 20 cwt. Star Shell—Defective Parachute Wires**

(A.S. 5772/31.—3.3.1933.)

It having been reported that certain 3 in. star shell, filled Woolwich 10.25, have been found with parachute wires rusty and broken, it has been decided that cartridges, Q.F., 3 in., 20 cwt., star shell, with shell filled Woolwich 10.25, are to be given priority as regards expenditure, irrespective of the date of filling of the cartridges.

2. Commanding Officers of H.M. ships and Officers-in-Charge of Naval Armament Depôts will arrange for the overhaul of the cartridges, Q.F., 3 in., 20 cwt., star shell on board or in store, and any found with shell filled W. 10.25, are to be earmarked for practice purposes only.

3. China gunboats which are allowed cartridges, Q.F., 3 in., 20 cwt., star shell, in outfit, but do not expend any in practice, are to return to the Naval Armament Depôt at Hong Kong all such cartridges with shell of above date of filling and demand replacements.

522. }  
525. } *Issued Confidentially.*

**533.—Boats' Slings—Annual Tests and Replacements**

(D. 1237/33.—3.3.1933.)

The following instructions supplement existing instructions and cancel those which are not in agreement. In any case of doubt the matter should be referred to the Admiralty.

2. The annual test of a sling or bridle is to be twice its working load. The working load is to be taken as the pull in the sling or bridle when the boat, complete with equipment, fuel and the number of men usually lifted with the boat, is suspended at the davits or other lifting appliance.

3. The lifting weights of the boats may be assumed to be:—

<i>Power Boats.</i>						<i>Weight (with 2 men) Tons.</i>
35 ft. motor pinnace (8 knots) ...	...	...	...	...	...	5·3
35 ft. motor barge (8 knots) ...	...	...	...	...	...	5·5
35 ft. motor pinnace (15 knots) R.A.F. type ...	...	...	...	...	...	3·8
30 ft. motor pinnace ...	...	...	...	...	...	4·6
28 ft. motor boat (surveying) ...	...	...	...	...	...	5·1
25 ft. motor boats (old type) {	general service surveying ...					2·8
...						3·3
25 ft. motor boats (new type) {	12–14 H.P. ... 23–25 H.P. ...					2·4
built since 1929) ...						2·7
20 ft. motor boat (8 knots) ...	...	...	...	...	...	2·2
20 ft. motor boat (6 knots) ...	...	...	...	...	...	1·9
45 ft. motor launch ...	...	...	...	...	...	12·5 (3 men)
42 ft. launch with auxiliary motor ...	...	...	...	...	...	9·9
36 ft. pinnace with auxiliary motor ...	...	...	...	...	...	7·0
36 ft. motor and pulling pinnace ...	...	...	...	...	...	6·5
34 ft. cutter with auxiliary motor ...	...	...	...	...	...	4·3
32 ft. cutter with auxiliary motor ...	...	...	...	...	...	4·1
32 ft. motor cutter ...	...	...	...	...	...	3·6
16 ft. motor dinghy (surveying) ...	...	...	...	...	...	1·0
13½ ft. motor dinghy (submarines) ...	...	...	...	...	...	0·7

<i>Pulling and Sailing Boats.</i>	<i>Weight</i> (with 2 men)			<i>Weight</i> (with full crew)		
	<i>Tons.</i>			<i>Tons.</i>		
.36 ft. sailing pinnace ... ..	...	...	5.5	...	...	—
34 ft. sailing cutter ... ..	...	...	2.9	...	3.9 (16 men)	
32 ft. sailing cutter ... ..	...	...	2.6	...	3.6 (16 men)	
30 ft. sailing cutter ... ..	...	...	2.2	...	3.1 (14 men)	
30 ft. gig ... ..	...	...	1.4	...	—	
27 ft. whaler ... ..	...	...	1.3	...	1.7 (7 men)	
25 ft. whaler ... ..	...	...	1.2	...	1.6 (7 men)	
20 ft. cutter gig ... ..	...	...	0.8	...	1.1 (6 men)	
16 ft. dinghy ... ..	...	...	0.7	...	1.0 (6 men)	
13½ ft. dinghy ... ..	...	...	0.6	...	—	

4. Slings and bridles are not to be tested "as a whole," but each leg of the sling or bridle is to be tested separately.

5. The ring at the upper end of the bridle of derrick-lifted boats is to be tested to twice the lifting weight of the boat. The Robinson's hooks of davit-lifted boats are to be tested to the lifting weight of the boat.

6. The ring connecting double-legged slings is to be tested—

(a) in davit-lifted boats, to the lifting weight of the boat or to twice the working load in either of the sling legs, whichever is the greater;

(b) in derrick-lifted boats, to twice the working load in either the bridle or sling legs, whichever is the greater.

7. The annual test applied is not to exceed the proof test of any component part.

8. If new slings have to be provided or any component parts replaced the principles to be followed are—

(i) The factor of safety, *i.e.*, the ratio of the ultimate strength of any part to its working load, should not be less than 6.

(ii) The annual test (twice the working load) should not exceed 80 per cent. of the proof test of any component part.

### 534.—Tecalemit Lubricating Fittings

*H.M. Submarines*

(D. 210/33.—3.3.1933.)

### 599.—Issued Confidentially.

### 605.—Final Electrical Trials of H.M. Ships

(D. 2553/33.—10.3.1933.)

Delay has occurred in the final electrical trials of H.M. ships completing or undergoing reconstruction or large repairs due to the electric generating machinery not being ready in all respects for trial, particularly as regards the engine governors.

2. It has been decided, therefore, that where ships undergo reconstruction or large repairs, the Engineer Officer of the ship should include in the defect list an item to cover the survey, refit and adjustment, as necessary, of the electric generating engines, and also to cover the attendance of officers and men of the Engineering Department of the dockyard at the preliminary and final electrical trials with a special view to avoiding any delay in completing these trials.

3. With a similar end in view, the dockyard officers should arrange facilities for testing the electric generating machinery, including the engine governors at all loads up to full load, for a reasonable period prior to all final electrical trials.

4. Trials are to take place before completion of construction or of refit, preliminary full load, paralleling, and governor trials of the electric generating machinery are to take place as soon as possible after raising steam for Basin Trials, and a date for these trials is to be included in the Programme of Trials.

5. These preliminary full load, paralleling, and governor trials are to be carried out by yard officers in conjunction with ships' officers, and they are to be reported in detail to the Admiralty as soon as they have been carried out successfully.

6. If these trials cannot be carried out before the date of the final testing of electrical circuits, this fact is to be reported immediately, together with the reason for delay.

7. With regard to Home Dockyard Regulations, Article 668, paragraph 4, the concurrence of the Engineer Manager or Chief Engineer of the yard is always to be obtained before forwarding dates for the final electrical trials.

### **611.—W/T—Intermediate Tuned Link Circuit for Wavemeter— Insufficient Pick-up on certain Frequencies—REPORT**

*Ships Fitted with Types 35S, 36S, and 47*

(S.D. 232/33.—10.3.1933.)

Difficulty was recently experienced in tuning the H/F portion of Type 47 to a certain frequency. This was found to be due to insufficient "pick-up" being obtained from the Pattern 8429/A coupling unit, tuning for wavemeter, to operate the indicating lamp in the wavemeter G7.

2. This was overcome by first tuning the link circuit to the transmitter frequency in the ordinary way and then removing the indicating lamp, Pattern 3474, in the coupling unit and replacing it by a short-circuiting plug. This reduces the resistance of the link circuit and enables sufficient pick-up to be obtained.

3. Similar difficulties may have been experienced on certain frequencies in other sets fitted with tuned link circuits, and in order to ascertain this, all ships so fitted should report in the next W/T periodical report whether any difficulties have been experienced when tuning.

4. Any ship which has experienced this difficulty should make a short-circuiting plug and employ the procedure for tuning as stated above. If this method of tuning is adopted it will be found preferable to use a 20-volt indicating lamp (Pattern 3 lamp, 20-volt, 5 c.p.) in the Pattern 8429/A coupling unit instead of the 4-volt lamp, Pattern 3474 at present allowed, as experience has shown that if care is not exercised when tuning the link circuit the 4-volt lamp may easily be burnt out. The added resistance of the 20-volt lamp will not adversely affect the pick-up since it will be short-circuited when using the wavemeter.

5. It is proposed to incorporate a short-circuiting switch for the indicating lamp in the new design of link circuit.

### **617.—Re-Engined, 20 ft., 6 knot Motor Boats—Ballast and Maximum Number of Men to be Carried.**

(D. 1073/33.—10.3.1933.)

About 4 cwt. of ballast is to be fitted and secured as low down as possible in 20 ft. motor boats (6 knot type) that have been re-engined with 4-cylinder engines. The ballast should be drawn from a dockyard (if not available on board the ship carrying the boat) and the work should be carried out by the ship's staff.

The number of persons carried in these re-engined boats is not to exceed 15 in smooth water. Attention is drawn to the directions in clause 5, Article 1129, of King's Regulations and Admiralty Instructions, in regard to the reduction of the numbers to be carried according to the judgment of the responsible officer in any but the most favourable conditions.

Similar ballast is to be fitted by the dockyard concerned to any re-engined 20 ft. motor boats (6 knot type) before being issued to ships, and future issues will accordingly not require ballasting by the ship's staff.

## 619.—Stoves, Warming and Cooking

(N.S. 13529/32.—10.3.1933.)

### *Warming Stoves.*

Where it has been impracticable to fit coal stoves and funnels of service patterns, oil stoves have been supplied to H.M. ships, auxiliary vessels, and shore establishments, to supplement the heating arrangements already in use.

2. It is not proposed to extend the use of oil stoves in the Naval Service, but, where they are approved to be fitted exceptionally, every precaution should be taken in their fitting and use, and in the arrangements made for storing the oil, in order to obviate all risks from fire.

3. As the use of the stoves is dangerous to health, they should be fitted with funnels and hoods where considered necessary to lead off the fumes.

The funnelling and hoods may be dispensed with, however, where definite experience shows that these fittings are unnecessary.

The stoves should be placed in position where they are as safe as possible from being knocked over, drip pans being fitted underneath; and the stoves should be secured against any effect of movement of the vessel.

4. Oil stoves should not be fitted without Admiralty authority, and the demands should give full particulars of the length of funnelling and number of hoods required.

5. The stowage of inflammable liquids should be arranged in accordance with Article 1073 of the King's Regulations and Admiralty Instructions.

### *Paraffin Cooking Stoves*

It is approved to allow  $\frac{1}{2}$  gallon of methylated spirit per month to motor launches for use with paraffin cooking stoves, where these articles are fitted.

2. With a view to the prevention of fires due to improper methods of using the spirit, the following instructions are issued for guidance when heating the paraffin burners with methylated spirit:—

First ascertain whether nipple of burner is clear, by inserting the cleaning needle in orifice from which vapour issues.

The lighting of burner is accomplished by filling the cup currounding burner bend with methylated spirit; light spirit and allow same to be almost consumed *before turning on paraffin supply*.

Burner *should always* be lighted in this manner, even although warm from previous use.

Paraffin *should not* be used for warming burners, as it destroys the burner.

3. A special can is provided, which supplies at each operation the exact quantity of spirit at each use for filling cup.

4. The following is a list of spare parts for conversion sets for cooking stoves in motor launches, which are stocked at Portsmouth. When existing sets become defective, any necessary spare parts are to be demanded from

Portsmouth in order that the unserviceable sets may be made good on board:—

<i>Pattern</i>	<i>Description</i>
1252.	Flame rings.
1253.	Burners.
1254.	Nipples for burners.
1255.	Pressure gauges for oil containers.
1234.	Keys for burners.
1235.	Needles or prickers, cleaning.
	Paraffin containers (without gauges).
	Top bars or rails (without burners).
	Oven valves (without burners).
	Pressure connecting pipes.
	Spirit cups.
	Union nuts (in sets of two sizes).
	Spanners for union nuts.
	Funnels, tin.
	Cans, tin.
	Filling caps for containers.

### 620.—Bullet-proof Plating—Welding of Studs

(D. 14223/32.—10.3.1933.)

Recent trials have shown that, by the use of good electrodes and careful procedure, steel studs can be efficiently welded to bullet-proof plating, and that the studs are not loosened by the impact of bullets in their vicinity, nor is the bullet-resisting quality of the plating appreciably affected.

2. Provided the safeguards referred to above are observed and discretion used as to the spacing of the studs, there is no objection to the electric welding of steel studs to bullet-proof plating for the attachment of cables, instruments, etc.

3. Non-ferrous studs are not to be welded to bullet-proof plating by the Cyc-Arc process.

### 651.—Ammunition Packages—Corrosion

(A.S. 284/33.—17.3.1933.)

In the examination of cases, magazine, R.N., and cases, charges, aircraft, catapult, returned from H.M. ships, corrosion has been found on the inside of some of the cases.

2. These cases are not painted internally and the corrosion is considered to have been caused by salt water or rain water having entered and remained in the cases for some time.

3. Care is to be taken by all concerned to prevent water getting into ammunition packages, particularly cases made of aluminium-silicon alloy or galvanised iron. Ammunition packages are to be kept thoroughly dry and clean at all times, and fired cartridge cases are to be dried before being put into ammunition packages.

### 662.—W/T D/F Aerials—Insulation

*Ships fitted with D/F Outfit SD and Dockyards*

(S.D. 1165/32.—17.3.1933.)

Several instances have occurred recently of the insulation resistance of D/F aerials being found to be low on test. For each aerial a minimum insulation resistance of one megohm is essential for D/F purposes.

2. The following procedure should be carried out by all ships concerned fitted with aerial outfit group "N" when the insulation resistance of D/F aerials falls below 1 megohm.

- (a) Remove the cover of the junction box, Pattern 7457A, and ascertain whether any moisture is present.
- (b) Remove the compound from the box by removing drain plug and slightly heating box until compound runs out. Care must be taken not to overheat the box and so damage the cables or insulators. Disconnect the core of the cable, Pattern 6895 or Pattern 9749, from the terminals at both ends, i.e., in the office and at the deck insulators, and measure the insulation resistance of the cable, which should be 10-20 megohms.

3. The above tests will show whether the fault lies in the junction box or in the cable itself. In the case of Pattern 6895, there is no alternative but to re-wire the defective portion, but in the case of Pattern 9749 (paper-insulated cable) the fault may be rectified by desiccation, as outlined in paragraph 9.

4. Experience has shown that with the present design of junction box, faulty insulation resistance has invariably been traced to the ingress of moisture into the box via the sealing joint, the effect being to cover the surface of the compound with moisture. The bottom ends of the central conductors are not always completely immersed in compound and the result is a failure of insulation resistance. If the insulation resistance of the cables is correct, they should be re-connected, and the box modified as described in the next paragraph and then refilled with compound, being slightly heated during the process.

5. *Modification of Box, Pattern 7457A.*—All ships fitted with junction box, Pattern 7457A, which have suffered from ingress of moisture and consequent lowering of insulation resistance, are to modify the cover as follows:—

Drill four extra  $\frac{3}{16}$  in. holes in the cover in the positions marked ✓ in E.F.O. 18/33.

Drill and tap four extra holes in the box and fit four additional O.B.A. studs therein. It is essential that the dimensions shown on the drawing should be followed, otherwise the new cover, when supplied (paragraph 7 below), will not fit. This measure will increase the watertightness of the sealing joint and thus lessen the chances of the insulation resistance of the central conductors becoming low through the accumulation of moisture. In addition, the rubber washer fitted to the box should be renewed at intervals not exceeding six months.

6. Ships fitted with junction box, Pattern 7457A, and paper-insulated cable, Pattern 9749, are to carry out the above modification at once to avoid possible damage to the cables. In this case, if insulation resistance is correct, the modification should be carried out without removing the compound.

7. *New Cover to be Fitted to Box, Pattern 7457A.*—All ships fitted with paper-insulated cables for D/F and those which have been unable to maintain the insulation resistance of their D/F cables by the modification described in paragraph 5 above, are to insert an item in their next list of approved alterations and additions (Classification "B") :—

"To modify junction box, Pattern 7457A, to Pattern 7457B."

The modification consists of fitting an improved type of cover to the box, as shown in E.F.O. 18/33, which will enable the sealing compound to cover the joint and thus :—

- (a) Prevent ingress of water.
- (b) Ensure that the bottom ends of the central conductors are immersed in compound.

8. *Dockyards.*—All future purchases of junction boxes for group "N" insulators will be Pattern 7457B. Any boxes of Pattern 7457A, in store or returned to store by report of survey or by any ship on destoring, are to be altered to the "B" pattern by the yard concerned before re-issue.

Fitting-out specifications and establishments of stores concerned will be amended accordingly.

9. *Cable (Paper-insulated), Pattern 9749. Desiccation.*—After carrying out the tests detailed in paragraph 2; should it be found that one or more of the paper-insulated D/F cables are defective, ships concerned are to insert an item in their “defect list” calling for the cables to be examined by professional officers at the next Naval dockyard port visited, with a view to immediate action being taken to desiccate the cables by pumping dry air through them, using any means available. A further Admiralty Fleet Order will be promulgated in due course to explain in greater detail the methods approved to be followed when desiccating cables and stating what equipment is available at the various dockyards for doing this work.

10. It is emphasised that the cables themselves are less likely to show bad insulation than the junction boxes and exposed insulators on the ends of the cables. Desiccation is only necessary when it has been established that the defect lies in the cable itself.

11. In order to provide an adequate reserve of sealing compound, Pattern 1107, the existing allowance has been amended as follows:—

For each D/F outfit SD—4 tins.

(A.F.O. 3030/33.)

### 663.—Signal Flag Lockers—Supply of New Types and Alterations to Existing Lockers

(S.D. 1237/32.—17.3.1933.)

Consequent on the addition to the International Code of eight new flags, it is necessary to arrange for stowage of these flags in signal flag lockers.

2. *New Lockers.*—Constructional details of new lockers are given in Devonport drawing M.C.D. 29988 and application should be made to Devonport for copies when required.

3. New lockers issued to submarines are to be constructed as shown on the above-mentioned drawing, except that they need not be raised by means of feet and that they are not to be canted back 5°. The dimensions of the pigeon holes are to remain as shown in Signal School drawing No. 16856A, contained in Specification No. 9508, “Signalling Requirements, General, for Submarines.”

4. *Existing Lockers.*—Commanding Officers of all ships, not supplied with the new type of lockers should arrange for the necessary additions to be carried out by ship's staff.

5. Where the work is beyond the capacity of ship's staff, an item should be inserted in the next alterations and additions list (category “B”).

6. In order to obtain uniformity, the additions to existing lockers are, where practicable, to allow of the standard marking being adhered to.

7. *General.*—The standard marking for Types “A,” “B,” and “C” signal flag lockers is given in E.F.O. 11/33 (1), that for Type “D” lockers in E.F.O. 11/33 (2), and that for submarines' lockers in E.F.O. 11/33 (3).

8. When the old type of lockers become unserviceable, they are to be replaced by the new type.

9. *Submarines only.*—If space is not available for the stowage of complete lockers, each locker may be divided into units as necessary to suit the space available.

685.—Issued Confidentially.

**711.—Pyrotechnic and other Stores for Signalling Purposes***R.F.As., Yard Craft, etc.*

(A.S. 5891/32.—24.3.1933.)

The descriptions and quantities of stores to be maintained on board for signalling purposes are as under :—

Description.	Class "A."	Class "B."	Class "C."	Remarks.
Machines, rocket, signal ... ..	1	1	—	
Pistols, signal, 1 in. ... ..	—	1	1 (a)	
Tubes, friction, machine rocket signal.	24	24	—	
Cartridges, signal, 1 in.—				
Green ... ..	—	12	12 (a)	
Red ... ..	—	12	12 (a)	
White ... ..	—	12	12 (a)	
Flares, signal, red ... ..	12	12 (b)	—	For each lifeboat, in M.L. $\frac{1}{4}$ -cases of 12 in each.
Rockets, signal, 1 lb., service ...	12	12	—	
Rocket sticks, 5 ft., with notch ...	12	12	—	
Sticks, portfire ... ..	1	1	—	
Portfires, common ... ..	10	10	—	For ignition of rockets.
Cases, powder, M.L. keys ... ..	1	1	1 (a)	And 1 spare for each lifeboat.
Cases, powder, M.L. $\frac{1}{4}$ ... ..	—	—	—	As necessary.
Line thrower, shoulder, Coston ...	—	1 (b)	—	
Boxes, wood, packing ... ..	—	1 (b)	—	
Brushes, cleaning ... ..	—	1 (b)	—	
Drums, line ... ..	—	3 (b)	—	
Frames, winder ... ..	—	1 (b)	—	
Lines ... ..	—	12 (b)	—	
Projectiles ... ..	—	12 (b)	—	
Rods, cleaning ... ..	—	1 (b)	—	
Winders ... ..	—	1 (b)	—	
Line containers ... ..	—	1 (b)	—	
Supports for butts ... ..	—	1 (b)	—	
Cartridges, S.A., blank, 50/70	—	100 (b)	—	To be packed in M.L. $\frac{1}{4}$ case.
Schermuly, pistol, rocket apparatus—				
No. 1 size—300–350 yards ...	1	—	—	Supplied from Vote 8 stocks to R.F.As.
or				
SPRA size—140 yards ...	1	—	—	

(a) Not to be supplied to craft employed in harbour service which have no regular crews.

(b) Not to be supplied to non-sea-going craft.



The classification of the various vessels for this purpose is as follows :—

Class "A."	Class "B."	Class "C."
Royal Fleet Auxiliaries, except "British Beacon," "British Lantern," "British Light," "British Star," "War Nawab," "War Nizam," "War Sudra," and "War Bharata," which are managed by the British Tanker Co., Ltd., and are to be supplied with Board of Trade fireworks.	N.A. sea-going steamers, tugs, and sailing barges. Dockyard tugs. Dredgers. Victualling Yard craft, except haulabout water lighters and dumb barges. Hopper barges. Store carrier "Argo." Steam coaling craft "Nora."	Steam launches, small tugs, steam lighters, and dumb barges. Motor lighters (other than those employed as victualling yard craft).

Vessels which become examination vessels in times of emergency or are otherwise transferred to fleet use, should be supplied with the proportion of stores allowed for that service.

2. Masters of fleet auxiliaries, dockyard craft, etc., should arrange to complete up to the new allowance as soon as convenient (*see* paragraph 4), and the yard and vessels' copies of the establishments should be amended accordingly.

3. Masters of fleet auxiliaries, etc., should take the opportunity when in company with men-of-war to have officers and suitable ratings instructed in the use of these lights, etc.

4. The stores obtainable (for other than naval armament craft) from Naval Armament Depôts will be supplied on demands, which should be forwarded through the local head of department (*i.e.*, S.N.S.O., V.S.O., or S.C.E.).

5. (a) The Masters of vessels supplied with Service pattern pyrotechnic stores (*i.e.*, Masters of R.F.As., excluding the eight oilers managed by the British Tanker Co., Ltd., Masters of yard craft, dredging craft, coaling craft, mooring lighters, etc.) are, through the local head of the department under which the vessels are controlled, responsible for the maintenance on board of the quantities of stores allowed for signalling purposes. The Masters are also responsible, with a view to ensuring that all explosive stores on board are in a serviceable condition, that they are returned to a Naval Armament Dépôt accompanied by return notes in October of each year, or as soon after as convenient, for examination and replacement as necessary. Oilers on freighting service, except those managed by the British Tanker Co., Ltd., should return these stores as nearly as possible annually when at one of H.M. dockyards. Any Board of Trade fireworks, other than Schermuly line throwing apparatus, so returned will be destroyed and replaced by Admiralty patterns.

(b) The Board of Trade pattern fireworks in oilers managed by the British Tanker Co., and the sets of Schermuly apparatus in all R.F.A. oilers are not to be landed for survey at a Naval Armament Dépôt, and any such stores received at a Naval Armament Dépôt on deposit will be stored separately from Service pattern stores, as they have not been subjected to Admiralty (A.S. Department) tests for safety in storage, etc. The British Tanker Co., Ltd., are entirely responsible for the condition and replacement of the Board of Trade pattern fireworks carried in the Admiralty oilers under their management. The replacement of the Schermuly apparatus will be dealt with by the Admiralty (N.S. Department).

6. In order that records of the cost of maintaining tank vessels owned by the Admiralty may be available, Vote 9 depôts are to render to the Director of Stores, Admiralty, at the end of each quarter (commencing with quarter ending 30th June, 1933) statements showing separately for each R.F.A. oiler the nett financial effect of any Vote 9 stores issued to or received from her.

7. The stores obtained from Naval Armament Depôts are to be accounted for in the vessels' store accounts of the Vote under which the vessel is borne.

8. This Order is to take effect as from 1st April, 1933, *i.e.*, all transactions will be dealt with as free of financial charge against other Navy Votes from that date.

#### **714.—Submerged Torpedo Tubes—External Gyro Angling Gear— Fitting of Tension Spring**

*“Hood,” “Renown,” “Repulse,” “Queen Elizabeth” Class, “Royal Sovereign” Class, Portsmouth and Devonport Yards*

(T. 3912/32.—24.3.1933.)

It has been decided to fit a tension spring in place of the existing torsional spring on the external gyro angling gear of the 21 in. submerged torpedo tubes in “Hood,” “Renown,” “Repulse,” “Queen Elizabeth” class, and “Royal Sovereign” class.

2. The springs are to be purchased by Portsmouth Yard and supplied to the vessels for fitting by the ships' staffs, except as stated in paragraph 6 below.

3. The crank arms and eyebolts required to accommodate the springs are to be manufactured and fitted by the ships' staffs.

4. The number of springs to be supplied are two working and one spare for each ship except for “Revenge,” “Royal Sovereign,” “Ramillies,” and “Royal Oak,” which ships will require only one working and one spare, making a total of 35 springs.

5. When supplying the springs, copies of drawings T.820, sheet No. 1, T.P. 593 and T.P. 594, should also be supplied to the ships for guidance in fitting.

6. The work of fitting the springs, etc., in “Barham” and “Repulse” is to be carried out by Portsmouth Yard, and in “Ramillies” by Devonport Yard. Portsmouth is to supply Devonport with the springs required for “Ramillies.”

**720.—Issued Confidentially.**

#### **723.—W/T—Type 71—Removal**

*Ships and Dockyards concerned*

(S.D. 1128/32.—24.3.1933.)

All W/T apparatus in connection with Type 71 sets is to be removed from ships so fitted during the next D2 refits (Classification C).

2. Stores peculiar to Type 71, *with the exception of the receiver outfit QC*, should be disposed of, and the articles deleted from the Rate Book of Naval Stores.

#### **725.—D.S.E.A.—Provision for Additional Personnel on board Submarines during Sea Trials**

(M.F. 0434/33.—24.3.1933.)

In order that all additional personnel at sea in submarines during trials may be equipped against possible accident to the same extent as is now accepted for submarine officers and crew, the following organisation is to be brought into effect as soon as practicable:—

*New Construction Sea Trials.*

(a) *Contract-built submarines.*—The Principal Ship Overseers concerned are to include a statement in their proposed programme of trials giving the maximum numbers of officers and men in excess of submarine complement who will proceed to sea for trials. Numbers for surface and diving trials are to be shown separately.

(b) *Dockyard-built submarines*.—The Admiral or Captain Superintendent of the dockyard concerned is to carry out the same procedure.

2. On receipt of the proposed programme at the Admiralty, the number of Admiralty representatives will be ascertained, and the total number additional to complement will be communicated to Rear-Admiral (S), who should make all necessary arrangements with the dockyard or firm concerned for the supply of the necessary D.S.E.A. and instruction of personnel in the operation thereof.

3. The number of D.S.E.A. to be supplied should be as follows:—

*Diving Trials*.—As laid down, *i.e.*, one for each person on board during diving, plus one third of this number.

*Surface Trials*.—Total number of sets should provide one for each person on board.

4. Supply of and instruction in the use of D.S.E.A. should be carried out whenever possible at the same time as the escape equipment trial now included in programmes.

5. *Sea Trials after refit*.—(a) *At home*.—The Admiral or Captain Superintendent of the dockyard concerned should inform Rear-Admiral (S), as soon as known, of the maximum number of officers and men, in excess of submarine's complement, who will embark for sea trials. Numbers for surface and diving trials to be shown separately. Rear-Admiral (S) should arrange for the supply of the necessary extra outfits on the scale indicated in paragraph 3, and he should take the necessary steps with the dockyard officers as regards instruction of personnel concerned beforehand.

(b) *Abroad*.—The Rear-Admiral or Commodore in charge of the dockyard concerned should arrange as necessary for the supply of D.S.E.A. on similar lines for additional personnel embarked in submarines for trials after refit. Twelve additional sets are being supplied to Malta and Hong Kong Dockyards as soon as available to meet these requirements, and suitable arrangements should be made for their preparation and the instruction of personnel to be supervised by a submarine officer.

6. Pending supply of these sets for dockyards, the requirements of paragraph 3 should be met as far as possible by the use of sets which may be available for loan from other submarines or from the dépôt ship at the time of the trial.

7. When the projected training tanks are completed at Hong Kong and Malta, these dockyard sets should be taken over by the officer in charge of training, who should issue the equipment and give the necessary instruction as required. Instruction in the tank is not to be given to dockyard personnel.

## 768.—Gun Mountings—3·7 in. Howitzer, Mark I— Elevating Arcs—REPORTS

(G. 375/33.—31.3.1933.)

It has been reported that when removal of an elevating arc is necessary it has been found that the lever actuating the locking bolt, when modified in accordance with E.F.O. 27/32, is difficult to withdraw.

2. To obviate this defect, the locking levers of all 3·7 in. howitzer mountings, Mark I, are to be modified as shown on E.F.O. 22/33.

3. The work is to be carried out by ships' staffs, gunnery schools or dockyards concerned.

4. Reports should be rendered through Administrative Authorities when the work has been completed, the registered numbers of the mountings dealt with being quoted.

**770.—Gun Mountings, 16 in., Mark I—Triple Cordite Hoists***H.M. Ships "Nelson" and "Rodney"*

(G. 810/33.—31.3.1933.)

Whenever it is necessary for the cordite tilting tray, with canisters in it, to be kept tilted down for any length of time, it should not be tilted up until pressure has been opened to the cordite lifting cylinders and it has been ascertained that the cordite bogie is at the top of the hoist.

**773.—Pumps for Fire Service, etc.—Additional 50-ton Pump***"Kent," "London," "York" and "Norfolk" Classes and Dockyards*

(G. 1568/33.—31.3.1933.)

An additional 50-ton electrically driven centrifugal pump is to be fitted forward in each ship of the above classes, to supplement the existing arrangements for pumping, fire service, etc.

2. Action to purchase the pumps will be initiated at the Admiralty.

3. Drawings showing the positions of the pumps and their connections to the sea, main suction and main service, are to be prepared and submitted by Portsmouth Dockyard for "Kent," "London" and "Dorsetshire" classes, and by Devonport Dockyard for "York" and "Exeter."

4. The pumps and connections to be fitted generally as follows:—

*"Kent" Class.*—Pump in refrigerating machinery compartment 56-69, S. platform deck, with sea inlet and discharge arrangements and connections to main service and main suction similar to those already provided for the existing forward 50-ton pump.

*"London" and "Dorsetshire" Classes.*—Pump on platform deck in lobby outside the lower steering position, with sea inlet and discharge arrangements and connections to main service and main suction similar to those already provided for the existing forward 50-ton pump.

5. The fitting of the additional 50-ton pumps is not to be carried out until the vessels concerned are taken in hand for large repair.

**774.—Torpedoes—Oil Catcher for use when Blowing Through**

(T. 3234/32.—31.3.1933.)

A simple oil catcher has been evolved and found useful in H.M.S. "Glorious."

2. It will not be issued as a store article, but its description is promulgated so that, if desired, it may be made on board by ship's staff.

3. E.F.O. 24/33 shows the construction, with suitable dimensions for 18 in. and 21 in. torpedoes.

4. The  $\frac{3}{8}$  in. holes shown in the sketch are provided to allow access of oil to pack and lubricate between the fixed tube of the oil catcher and the moving tail shaft of the torpedo.

5. By using the catcher with a suitable receptacle underneath, the blowing through of torpedoes is made a comparatively clean process.

**776.—21 in., Mark IX Blowing and Collision Heads—  
Modification to D. and R. Recorders**

(A.S./T. 76/33.—31.3.1933.)

In order to register the position of the depth and roll recorder in the quick insertion recorder pockets of 21 in. Mark IX collision and blowing heads, it is necessary to fit a key in an appropriate position on the flange of the recorder, which will engage in the corresponding rectangular groove running the whole length of the casing of the recorder pocket.

2. Details of the key and modification are given in E.F.O. 25/33.

3. Modification to recorders will be carried out by torpedo dépôts prior to issue to ships outfitted with Mark IX torpedoes.

Recorders in ships which will be outfitted with Mark IX torpedoes and in dépôt ships which will be supplied with this type of torpedo are to be returned to store and exchanged for modified recorders at the same time as the torpedo outfits are being exchanged.

4. Unmodified recorders are not to be used in 21 in. Mark IX collision and blowing heads, but the modification does not preclude the future use of the modified recorder in any existing blowing or collision head.

### **827.—Torpedoes, 18 in., Mk., VIII F.A.A.3—Removal of A.A.R. Fins**

(T. 269/33.—6.4.1933.)

Torpedoes, 18 in., Mark VIII, F.A.A.3, have shown signs of lack of metacentric height, and A.A.R. fins have not proved satisfactory with these torpedoes.

2. It has therefore been decided to discontinue the use of A.A.R. fins and to replace the 18 lb. of ballast which was removed when the use of the fins was approved.

3. The work of reballasting will be done in the torpedo dépôts. A.A.R. fins already fitted to torpedoes should not be removed until the torpedoes are returned to dépôts for reballasting.

4. Any practice running which it is necessary to carry out before reballasted torpedoes become available should therefore be done with the A.A.R. fins fitted to the unballasted torpedoes.

5. In order to avoid the confusion which may arise if ballasted and unballasted torpedoes are on board at the same time, exchanges are to be carried out "en bloc." Aircraft carriers concerned should arrange with torpedo dépôts for the return of all unballasted torpedoes and the drawing of ballasted ones as soon as a sufficient number of the latter becomes available.

6. When the exchange has been effected all A.A.R. fins should be returned to the nearest R.A.F. dépôt.

### **831.—Electrical Batteries—Removal**

*Submarines*

(T./N.L. 3797/32.—6.4.1933.)

All electrical batteries are to be removed from submarines before being placed under police control.

### **832.—T.S.D.S.—Supply of Compound Wires for Trials— REPORTS**

*H.M. Ships "Crusader," "Comet," "Crescent" and "Cygnet"*

(T./N.S. 3586/33.—6.4.1933.)

### 927.—Cordite, Lot R.N. 2781, Size 5, Mark I— Issue and Expenditure

(A.S. 1354/33.—13.4.1933.)

In consequence of low heat test results given by cordite, lot R.N. 2781, size 5, Mark I, it is desired that the whole of the above-mentioned lot, and all sub-lots of this lot, may be expended at practice firings as early as possible.

2. Commanding Officers of H.M. ships having cartridges of the above lot or sub-lots on board are to arrange for all such cartridges to be expended before those of other lots.

3. Officers-in-Charge, Naval Armament Depôts, holding stocks of the above lot or sub-lots are to arrange for early issue, and for the vouchers to be endorsed "For early expenditure," quoting this Order.

### 930.—*Issued Confidentially.*

### 931.—Torpedoes, 24½ in., Mark I—Valve Stem Pins, St. No. 473

(T. 3565/32.—13.4.1933.)

It has been found that the pins, valve stem, St. No. 473, fitted in the engines of 24½ in., Mark I torpedoes are liable to fracture.

2. Stronger pins will be fitted when they become available, and a notation will be made on the History Sheet of each torpedo when the new pins are fitted.

3. In the meanwhile, the valve stem pins in these torpedoes are to be renewed on each occasion of parting the engine after running.

### 933.—A.W. Tubes Fitted with Cordite Impulse Gear

*All Cruisers so fitted earlier than "Leander"  
All Leaders and Destroyers so fitted earlier than "Exmouth" and  
"Eclipse" Class, and Dockyards*

(T. 3916/32.—13.4.1933.)

When the cordite impulse gear in the above-mentioned vessels becomes defective and refit is necessary owing to wear of the inner valve bodies, the gear is to be modified as shown in E.F.O. 21/33 (1-2), an item for the work being included in the defect list.

### 938.—*Issued Confidentially.*

### 976.—Gyroscopes, all Types—Modification to Relay Valve

(A.S. 515/33.—20.4.1933.)

Difficulty has been experienced in destroyers when removing the relay valves from "W" gyroscopes, because—

(a) The forward relay valve plug is masked by the "W" gear casting, which prevents the use of a suitable (wooden) tool for pushing out the valve.

(b) Facilities for blowing out the valve by air, on a gyro table, are not available.

2. It has therefore been decided to make provision for the easy removal of the relay valve in all types of gyro by drilling and tapping a hole (to suit screwed wire St. No. 67) in the after end of the valve.

3. The introduction of this tapped hole will, in addition to making provision for removal, be useful when lapping spare relay valves.

(C13735)

4. When this modification is made to a gyroscope, the Form O.619 attached to the box lid will be *amended* in line 6 of "Directions for gyroscopes fitted with relay valves" to read "taking care that the hole and mark 'F' on the valve".

5. Future issues of spare relay valves will have the tapped hole, and will be known as Valves, Relay, St. No. 828A.

### 980.—*Issued Confidentially.*

### 981.—Second Steaming Light—Exemption

*Vessels and Dockyards concerned.*

(D. 2767/33.—20.4.1933.)

In connection with the application of the revised "International Regulations for preventing Collisions at Sea" to H.M. ships, the following classes of vessels are to be exempted completely from carrying a second steaming light :—

- (i) Submarines.
- (ii) Monitors.
- (iii) "P" boats.
- (iv) River gunboats.
- (v) Destroyers previous to "Amazon" and "Ambuscade."

2. The following vessels are not to be fitted with a second steaming light until brought forward for service :—

"Argus."	"Canterbury."	"Comus."	"Snapdragon."
"Caledon."	"Castor."	"Concord."	All minesweepers
"Calypso."	"Champion."	"Foxglove."	in reserve.
"Cambrian."	"Constance."	"Rosemary."	

### 1009.—Gun Mountings, 8 in., Marks I and I\*—Conversion of Turret and Shell Room Pumps to Flat Valve Type

*Ships and Dockyards concerned*

(G. 1022/33.—27.4.1933.)

When the conversion of the turret and shell room pumps of 8 in., Marks I and I\* to flat valve type is being carried out in accordance with A.F.O. 1503/32, any keys in the existing shaft couplings, which are found to be 5.5 in. long, should be reduced by .8 in. to suit the 5 in. keyways in the new shafts.

Drawing M.66078 ("Kent" and "London" classes) should be modified accordingly.

(A.F.O. 1503/32.)

### 1012.—6 in. Range Receivers—Fitting of Stop Gear and Re-Grouping of 6 in. Range Receivers on Bridges

*"Queen Elizabeth" and "Royal Sovereign" Classes*

(G. 308/33.—27.4.1933.)

It has been approved to fit stops to the range receivers, Pattern 3702, fitted in the 6 in. spotting tops, 6 in. gun control towers, and 15 in. T.S. of the "Queen Elizabeth" and "Royal Sovereign" classes, and operated from the range clocks in the 6 in. spotting tops or 6 in. gun control towers, to prevent these receivers getting out of step with the range receivers at the gun sights.

2. Details of the stops and the method of fitting the same are indicated in the diagram E.F.O. 88/31. The stops are to be fitted to come into operation when the receivers indicate 12,000 yds. (These are already fitted in "Queen Elizabeth.")

3. It has also been decided, in view of the decision to fit 3° prisms to—

(a) reconnect the secondary armament range receivers on the compass platform to the secondary armament rangefinder transmitters;

(b) remove the secondary armament range receivers from the Admiral's bridge in "Queen Elizabeth," "Warspite," "Barham," and "Revenge," as the secondary armament rangefinders are mounted in this position in these ships.

4. The alterations referred to above are to be carried out by the dockyards as the ships come in hand for refit, and items are to be inserted in the lists of alterations and additions accordingly. The items should be classified B.

5. Diagrams indicating the alterations to existing wiring in the respective ships are being issued separately to the yards concerned.

(A.F.O. 1397/33.)

### 1014.—Binoculars, Pattern 1900, C.F.30—Improvement in Design —Purchase by Officers direct from Messrs. Barr & Stroud

(G./C.P. 21424/32.—27.4.1933.)

Messrs. Barr & Stroud have improved the design of their C.F.15 type binoculars. All future deliveries will be of the new type, which, while retaining the present pattern number will be distinguished by the firm's new symbol, C.F.30.

2. The characteristics of the binoculars are as follows :—

Magnification ... ..	7 diameters.
Aperture of objective ... ..	50 m.m.
Diameter of exit pupil ... ..	7 m.m.
Angular field of view ... ..	7 degrees.
Weight ... ..	33 oz.

#### *Light Transmission*

At centre of field ... ..	69 per cent.
At 25° apparent field ... ..	44 per cent.

Binoculars of an inferior quality to Pattern 1900 cannot be regarded as meeting requirements of present standard for night glasses.

3. Firm are making no increase in the price on account of the improvements.

4. Messrs. Barr & Stroud have agreed to supply similar glasses, complete with carrying straps and leather case, direct to individual officers of H.M. Navy at the same price as that in the contracts, viz., £13 8s. 6d., delivered without National Physical Laboratory certificate; if delivered with the National Physical Laboratory certificate, the price would be £13 12s. 0d., plus the nett cost of the N.P.L. certificate, which is 10s., i.e., a total price of £14 2s. 0d.

5. The above offer holds good until further notice and is the most advantageous known for binoculars of an equal standard.

6. Officers requiring binoculars, or further information regarding the instruments and prices, should communicate direct with—

Messrs. Barr & Stroud, Ltd.,  
Anniesland,  
Glasgow, W.3,  
or  
15, Victoria Street,  
London, S.W.1.



7. A proportion of the binoculars on Admiralty contracts quoted below is of the C.F.30 type:—

Contract.	Date.	Total Number Ordered.	Approximate Number of Type C.F.30.
C.P.2002/32/F.457 ... ..	30.1.32	100	15
C.P.14137/32/F.586 ... ..	18.7.32	15	15
C.P.17574/32/F.39 ... .. (For Australian Government.)	12.9.32	14	14
C.P.19112/32/F.63 ... .. (For New Zealand Government.)	7.10.32	3	3

### 1015.—Torpedoes, 21 in., Mark VII and 24½ in., Mark I—Check Valve between Second Reducer and Generator Spring

(A.S. 4599/32.—27.4.1933.)

During the passing runs of 21 in. Mark VII torpedoes on the range, trouble has been experienced owing to excessive fuel and water consumptions.

2. Investigation has disclosed that this excessive consumption is attributable to the high compression on the spring of the “check valve” between the second reducer and the generator, producing a “feeding head” for the liquids higher than the designed feeding head and so excessive deliveries of fuel and water to the generator.

3. The springs of these check valves in all 21 in. Mark VII and 24½ in. Mark I torpedoes are to be examined during routine examinations and before running, and new springs, St. No. 1141, fitted after receipt of supplies on board.

4. The following notation is then to be made on the History Sheet:—Spring, St. No. 1141, fitted to check valve.

5. The introduction of spring, St. No. 1141, will not necessitate re-rating and re-ranging of these torpedoes.

6. The new springs, which will be known as:—

#### *Section IV.*

Springs, water check valve, St. No. 1141, will be allowed in 21 in. VII and 24½ in. spare gear chests in the proportion of two per chest, and will replace springs, St. No. 1005 at present carried.

7. Ships concerned are to demand from the nearest torpedo depôt the quantity of springs, St. No. 1141, required for fitment to torpedoes carried and to complete chests on board. Supply will be made on receipt from manufacture.

8. The springs, St. No. 1005, removed from torpedoes and those withdrawn from chests are to be returned to store on receipt of the new springs, St. No. 1141.

### 1017.—Cartridges, Impulse, Torpedo, Filled Cordite, Lot R.N. 2704R, Size 19 M.C.—Issue and Expenditure

(A.S. 1165/33.—27.4.1933.)

Cordite of lot R.N.2704R being due for withdrawal in June, 1936, R.N. Armament depôts are to arrange issue and H.M. ships are to arrange for expenditure of cartridges, impulse, torpedo, filled with cordite of this lot, and sub-lots, in preference to cartridges filled with cordite of other lots.

2. *Particular care is to be taken that any cordite of this lot or sub-lots thereof, but with the suffix “R” omitted, is dealt with as directed above.*

**1053.—Breech Mechanisms, Q.F. 4 in., Marks V and V\* and A., Marks V and V\*, E.M. Firing Gear, Mark IV—Adjustment and Maintenance**

(G. 1591/33.—4.5.1933.)

**1055.—Gun Mountings, 3 in. H.A.III—Sight Brackets—Modifications**

(G. 1333/33.—4.5.1933.)

The sights of 3 in. H.A. III mountings were originally arranged to take Pattern G.334, non-illuminated, telescopes. Pattern G.336, illuminated telescopes, are now supplied for use on these mountings, except those mounted in submarines, and it has been found necessary to cut away the telescope carrier bracket to clear the illuminating fittings. The work has been done by dockyards as required for the mountings now in ships.

2. E.F.O. 34/33 shows the modifications involved and is issued for general guidance in modifying, if necessary, the sights of 3 in. H.A. III mountings when being prepared for issue.

1058. } *Issued Confidentially.*  
1062. }

**1063.—Blowing Heads—Abolition of Oil Tracks**

(T. 905/33.—4.5.1933.)

The use of oil tracks from blowing heads will be discontinued for the following reasons:—

- (i) The fittings and oil tank in the existing designs do not allow an efficient track to be laid for more than a very short range, and it is towards the end of the run that the oil track is needed.
- (ii) A small quantity of oil, added to the water in the head, will make a conspicuous patch round the torpedo when it is floating.
- (iii) A larger receptacle for oil cannot be fitted without reducing the amount of ballast to be blown at the end of the run, and so diminishing the buoyancy of the torpedo when the head has blown.

2. The oil track fittings will be removed from existing heads in torpedo depôts when the heads come in for repair. This will add 15 lbs. to the buoyancy of the torpedo with the head blown.

3. A small quantity of fixed ballast will be added, to compensate for the weight in water of the fittings removed.

**1070.—***Issued Confidentially.*

**1132.—Director Firing Gear—Dial Sights, No. 7, Mark II\*—Instructions for Issue to Sloops**

“Bridgewater,” “Sandwich,” “Folkestone,” “Fowey,” “Shoreham,”  
“Bideford,” “Hastings,” “Penzance,” “Scarborough,” “Rochester,”  
“Weston,” “Dundee,” and “Milford.”

(G. 713/33.—11.5.1933.)

According to reports received the following quantities of No. 7 Mark II\* dial sights and brackets are at present on store charge at the various home yards, and these, together with any landed on deposit by destroyers or sloops, are to be considered to be available for supply to sloops, destroyers, etc., including new construction.

(C13735)

Y 3

2. *Portsmouth Yard.*

(a) Dial sights ... ..	3
(b) Brackets suitable for light type directors ... ..	2
(c) Brackets suitable for repeat "W" directors ... ..	6

3. *Devonport Yard.*

(a) Dial sights ... ..	8
(b) Brackets suitable for light type directors ... ..	3

4. *Sheerness Yard.*

(a) Dial sights ... ..	2
(b) Brackets suitable for light type directors ... ..	2

5. *Chatham Yard.*

(a) Dial sights ... ..	4
(b) Brackets suitable for light type directors ... ..	1
(c) Brackets suitable for "W" type directors ... ..	1
(d) Slip rings ... ..	4

6. According to E.F.O. 35/33 (1-9) the brackets manufactured for repeat "W" directors are suitable for use on light type directors providing the necessary slip-on rings are fitted to the dial sight.

7. Arrangements should be made by the yards named for the distribution of No. 7 Mark II\* dial sights and brackets as shown.

(a) *Devonport Yard.*—Three dial sights and brackets to be forwarded to Hong Kong for issue to "Bridgewater," "Sandwich," and "Folkestone."

(b) *Portsmouth Yard.*—Three dial sights and brackets should be forwarded to Commander-in-Chief, East Indies, for issue to "Fowey," "Shoreham," and "Bideford."

(c) *Sheerness Yard.*—Two dial sights and brackets should be forwarded to Malta Yard for issue to "Hastings" and "Penzance."

(d) *Chatham Yard.*—Two dial sights and brackets to be forwarded to Simonstown for issue to "Rochester" and "Milford." One sight and bracket to be issued to "Dundee" on completion. One sight and bracket to be forwarded to Bermuda for issue to "Scarborough."

Extra brackets can be demanded from Portsmouth Yard if required. The two brackets at present in store at Chatham Yard earmarked for reserve "W" type directors may be utilised for sloops.

8. Yards should ensure that the brackets forwarded are suitable for fitting to light type directors. The necessary slip-on ring should be supplied with each bracket issued for light type directors.

9. Each set of gear is to be put into a serviceable condition before despatch.

10. The dial sight and bracket at present on board "Delphinium" should be transferred to "Weston" on relief.

11. All remaining sights, brackets, etc., are to be transferred to Portsmouth Yard.

12. Admiralty and consignees should be notified of despatch.

## 1134.—O.Q.F. 4.7 in., Mk. IX\*—Lubrication of Shafts, Actuating

(G. 2293/33.—11.5.1933.)

Investigation of scoring which has developed between the shafts, actuating, of these guns and the bearings in the breech ring and B.M. lever has shown that the trouble is partly due to an inadequate system of lubrication.

2. A modified system of lubrication is under consideration, but pending the fitting of this to all 4.7 in. Mark IX\* guns, shafts, actuating, should be lubricated at least once a week, before and after firing, and after any heavy weather has been experienced, in the following manner:—

- (i) Remove non-return valves and springs from lubricating connections in the top of the shaft, actuating.
- (ii) Force light mineral oil from a squirt or syringe (such as syringe, brass, Pattern 171) through a  $\frac{1}{8}$  in. hole cut in a piece of rubber insertion placed over the lubricator to make a joint.
- (iii) Continue this forced lubrication until oil comes through at the bottom of the shaft, actuating.

### 1135.—Gun Mountings, 15 in.—Training Gear Clutches

(G. 956/33.—11.5.1933.)

Recent failures of the vertical training shafts of 15 in. mountings have been traced to over-stressing set up by shocks which have not been relieved by slipping of the friction plates of the training gear clutches. These clutches were designed to slip under a training rack load of 65 tons. Trials have shown that when adjusted by the indicating marks they have failed to slip when subjected to loads much heavier than 65 tons. Moreover the arrangement of the gear is such that little, if any, lubricant can penetrate to the friction plate housing.

2. As a result of experiments the following procedure has been evolved to ensure accurate adjustment. The slight modification of drilling two holes to permit lubrication is necessary:—

Remove all friction plates, clean thoroughly, re-surface if necessary, carry out the slight modifications to the Belleville washer housing shown on E.F.O. 31/33 (1), lightly wipe over the friction plates with special mineral oil and replace. Fill Belleville washer housing with special mineral oil.

Drain turret buffers, and place a 100-ton hydraulic jack between one buffer and fixed structure, the turret being trained as necessary. The arrangement of jack is shown diagrammatically in E.F.O. 31/33 (3). A pressure gauge, suitably regraduated to record the load in tons, is connected to the jack. It will be found convenient to place the pump supplying pressure to the jack in the working chamber, and the gauge in the gunhouse.

Clutch in the set of training gear to be adjusted, and declutch the other set. Tighten up the nut on Belleville washers about one turn, then slack back to two-thirds turn. Pump up jack until a load equivalent to 65 tons at the training rack is indicated by the gauge. Ease back the nut gradually until the turret moves. This movement will be indicated by a sudden drop in the load recorded by the gauge. Carry out this operation at least three times in order to get a mean setting of the nut. Declutch this set, clutch in the other set and adjust in the same way.

Train the turret and repeat the operation with the jack between the fixed structure and the other buffer, in order to obtain settings for the nuts with the turret moving in the opposite direction.

Theoretically, with ship on even keel and no other irregularities, the two settings for each nut thus obtained should be the same, but in practice differences are found to occur and the *final* adjustment should be midway between the two. *Two* keep plates should now be fitted on each training shaft to prevent the nut from slacking back. The method of fitting these keeps is shown in E.F.O. 31/33 (2), existing holes in the top surface of the Belleville washer housing being utilised where possible.

In carrying out this adjustment, it should be noted that since the load applied by the hydraulic jack is within the P.C.D. of the training rack, the load to be applied by the hydraulic jack to give a load of 65 tons at the training rack, is obtained as follows:—

Load applied by jack =  $\frac{65R}{r}$  where  $R$  = pitch radius of trng. rack.  
 $r$  = radius of buffer.

From drawing,  $R = 12$  ft. 6 in., and  $r = 11$  ft.

Load therefore becomes  $\frac{65 \times 25}{22} = 75$  tons approx.

The method of graduating the pressure gauge is as follows:—

$A$  = area of ram of jack.

$p$  = pressure in lbs. per sq. in. indicated by the gauge, then

$\frac{A \times p}{2240}$  = load in tons corresponding to pressure  $p$ .

The actual graduations should be by convenient steps and a red line should be made at 75 tons.

3. The modification and initial adjustment is to be made by yards on the first occasion on which the training gear is opened out. The work is to be treated as a defect.

4. Subsequently tests are to be made annually to ascertain the training rack load at which slip occurs. The results of tests are to be entered in Form S.1151. The necessary headings will be added at the next reprint of Form S.1151.

5. When set in this manner a throw off of about 2 degrees may be expected when firing full charges. This is approximately the amount for which the gear was designed.

### 1138.—*Issued Confidentially.*

### 1140.—W/T—Blue Luminescence in Silica Valves

(S.D. 291/33.—11.5.1933.)

Several good silica valves have recently been wrongly returned as defective, the reason for the defect being specified as “blue glow.” In these cases the phenomenon of silica fluorescence has been confused with true blue glow.

2. Blue glow is produced by ionisation of traces of gas and is visible in the open space at the extremities of the electrodes. Silica fluorescence, which is of a deeper violet colour, occurs on the internal surface of the bulb immediately surrounding the anode, and particularly on the silica just beyond the circular ends of the anode. The cause of this fluorescence is not fully known, but experience shows that it only occurs in good hard valves.

3. Thus when blue luminescence is observed in a silica valve its location, either in the vacuous space or on the silica surface, will indicate whether or not it is a cause for rejection of the valve. Care should be taken to distinguish between the two phenomena in order to avoid a good valve being classified as unserviceable.

### 1173.—Gun Mountings, 2 pdr. H.A.II—Fitting of Depression Control Gear

*Dockyards concerned.*

(G. 2201/32.—18.5.1933.)

When depression control gear is being fitted to 2 pdr. H.A. II mountings for the first time or if existing depression control cam plates are being renewed, arrangements should be made for the cam plate to be fitted, and the position of the leather apron modified, as shown on E.F.O. 37/33, Fig. A.

E.F.O. 37/33 (Figs. C and D) also shows details of the new tumbler and housing stop which will be required when the above arrangement is fitted.

## 1176.—Explosive Packages containing Fixed Ammunition and Ammunition Q.F., 3·7 in., Howitzer—Marking by Colour Bars

(A.S. 1323/33.—18.5.1933.)

In order to permit of rapid identification, packages containing the above ammunition at R.N. Armament Depôts, and to distinguish between the various natures of projectiles used in the rounds, the packages in question will in future be marked with coloured bars, in addition to the present method of red banding packages in accordance with A.F.O. 2451/32.

2. The position of the coloured bars on packages containing fixed ammunition, 4 in. and above, will be on the centre cross batten of the lid and in a similar position to the existing  $\frac{1}{2}$  in. blue bar on packages containing H.A. practice projectiles. Packages containing fixed ammunition below 4 in. and ammunition, Q.F., 3·7 in., Howitzer, will be marked on the side bearing the contents label, with the exception that on packages containing 6 and 3 pdr., other than practice and sub-calibre, ammunition, the bar will also be shown on the lid.

3. The bars will be  $\frac{1}{2}$  in. in width and about 8 in. long except where broken bars are required, when they will be in a broken line, each bar being about 4 in. long with a 2 in. space.

4. The distinguishing colours are shown in the following table, viz. :—

Dull yellow	...	...	for H.E. common.
Practice yellow	...	..	Practice.
Red	...	...	.. Shrapnel.
White	...	...	.. S.A.P.
Black (broken bar)	...	..	C.P.
Black	...	...	.. C.N.F.

5. Packages containing L.A. sub-calibre ammunition, will continue to have the lids painted yellow.

6. Packages containing Q.F., 2 pdr., H.A., sub-calibre C.N.F. practice ammunition will have the lid painted yellow, and one black bar.

7. Those containing Q.F., 2 pdr., ammunition for Marks I and II guns, C.N.F., will have the black bar marking only.

8. The special markings at present authorised for packages containing star shell, target smoke shell, H.A. practice projectiles, dummy and drill ammunition will remain in force.

9. The revised system will be introduced gradually, and every effort will be made in future issues of ammunition packages to H.M. ships to ensure, whenever possible, that all such packages bear the distinguishing coloured bars.

(A.F.O 2451/32.)

## 1177.—Steel Ammunition Boxes—Issue of unpainted Boxes for Trial—REPORT

(A.S. 3169/31.—18.5.1933.)

Owing to the liability of paint to scale off from galvanised steel boxes, it has been decided to consider issue of unpainted packages in future, and a first supply of unpainted boxes, cartridge, 4·7 in., C.185, for trial will be issued as soon as possible for distribution to destroyers of one flotilla in the Mediterranean and the 2nd Destroyer Flotilla at home.

2. The quantity will be limited to requirements for packing six months' practice allowance of cartridges, Q.F., 4·7 in., 11 lb. 9 oz., S.C.109, and supply will be arranged by Armament Supply Officers at the first convenient opportunity.

3. In order that the stencilled markings may be distinct, the galvanised surface of the boxes will have a ground base of special paint of sufficient size to take the markings. As the special paint for this purpose will be grey blue in colour the stencilling of markings will be in white paint.

4. Priority should be given to expenditure of cartridges supplied in these boxes, and the empty packages should then be returned to R.N. Armament Depôts. After return of the empties to store a report should be made by Senior Officers afloat and Armament Supply Officers on the general condition of the packages and their suitability for general supply in future.

### 1178.—*Issued Confidentially.*

#### 1180.—Torpedo Embarking and Capstan Gear— Precautions while Working

*"Oberon," "Odin," "Parthian," "Rainbow" and "Thames" Class Submarines*

(T. 3835/32.—18.5.1933.)

In submarines of the "Oberon," "Odin," "Parthian," "Rainbow" and "Thames" classes the capstan "A" end supplies the power necessary for embarking torpedoes and also for the power loading of torpedoes forward.

2. In "Oberon" and "Orpheus," control valves have been fitted on the leads from the capstan "A" end to the capstan "B" end to enable the torpedo embarking winch, which is geared from the capstan spindle, to be reversed or checked while the capstan "A" end is running at constant speed for the purpose of torpedo loading.

3. While the control valve is a convenient fitting, it has been decided, in view of the financial stringency, that no alteration should be made to the gear in existing submarines.

4. Consequently, special care should be taken in the submarines concerned when operating cables or embarking torpedoes, to ensure that the power torpedo loading is shut off, as it is possible that the operation of torpedo loading may be stopped or even reversed when the cables or torpedo embarking winch are being worked.

### 1181.—*Issued Confidentially.*

#### 1185.—Machinery Installations—Detection of Cracks

(D. 5560/33.—18.5.1933.)

Experience indicates that the location of the end of a crack in a machinery part by the use of a magnifying glass alone is a matter of some uncertainty.

2. Where it is considered necessary in connection with machinery upkeep and maintenance to drill a hole to check the further extension of a crack, the metal should, wherever this is possible, be polished with fine emery cloth and etched with a dilute solution of nitric acid, the course of the crack being then traced by magnification before a suitable location for the hole is decided upon.

#### 1217.—Cordite, Lot R.N. 2227, Size 8 M.C.—Issue and Expenditure

(A.S. 767/33.—25.5.1933.)

All cartridges of the above-mentioned lot, and all sub-lots of this lot are to be expended at normal practice firings as early as possible.

2. Commanding Officers of ships having cartridges of the above lot and sub-lots on board are to arrange for all such cartridges to be expended before those of other lots.

3. Officers-in-charge, Naval Armament Depôts, holding stocks of the above lot and sub-lots are to arrange for early issue, and where necessary, to withdraw from ships cartridges of other lots in order that supply and expenditure may be arranged.

1218. }  
1219. } *Issued Confidentially.*

## 1220.—A.W. Torpedo Tubes—Modifications to Isolating Valves and E.P. Firing Gear

*Vessels and Dockyards concerned*

(T. 50/33.—25.5.1933.)

The following modifications are to be carried out to A.W. torpedo tubes of all vessels so fitted in full commission:—

- (a) The E.P. isolating valves of 21 in., Q.R.II\*, III, III\*, IV, VI ("Duncan" and "Defender" class), and 21 in., T.R. III, torpedo tubes, and the gyro angling isolating valves of 21 in., Q.R.IV and 21 in., T.R.III tubes ("York" only) are to have the vent valves and springs removed and the vent valve cap blanked. The 21 in., T.R.III tubes of "Exeter," the vent valves of the gyro angling isolating valves are to be retained.
- (b) To facilitate grinding in the isolating valves of the type not fitted with guides and to keep the valves central during the operation of grinding, handles and guides may be made if required as shown in E.F.O. 39/33 (1).
- (c) The E.P. air inlet valves and exhaust ports of all marks of 21 in., A.W. torpedo tubes of vessels in full commission, up to and including 21 in., Q.R.IV, are to be modified as shown in E.F.O. 39/33 (2), and the vents from the E.P. domes are to be modified as in E.F.O. 39/33 (3). After this modification has been completed, the maximum working pressure in the E.P. reservoir is to be reduced to 120 lbs. per square inch, and the reservoir relief valve set to lift at 135 lbs. per square inch.

On the 21 in., Q.R.VI torpedo tubes of "Duncan" and "Defender" class the exhaust ports above the E.P. inlet valves are to be opened out to  $\frac{1}{8}$  in. as shown in E.F.O. 39/33 (2) and the vent pipes are to be replaced by pipes of  $\frac{1}{8}$  in. as shown in E.F.O. 39/33 (3).

2. These modifications are to be carried out by ships' or depôt ships' staffs, except for destroyers not attached to a depôt or fleet repair ship, in which the modifications outlined in (c) above are to be carried out by a dockyard at the first convenient opportunity.

## 1223.—Two-speed Destroyer Sweep—Spans, Patterns 8832 and 8832A—Test Load

(T. 500/33.—25.5.1933.)

All cutter spans, Patterns 8832 and 8832A, are in future to be subjected to a test load of 6 tons. Spans already issued to ships need not be tested, but spans now in store are to be tested before issue, and spans of future manufacture are to be tested on completion.

2. The usual details of the test are to be stamped on one sleeve, Pattern 8800.

1226. }  
1228. } *Issued Confidentially.*



**1231.—Motor Boats—Towing Capacity—REPORT**

(D. 814/33.—25.5.1933.)

Representations as to the inadequacy of the towing capacity of certain earlier classes of motor boats led to modifications which render all modern 4-cylinder equipments capable of towing up to the full output of the engine under such conditions.

2. This should, in practice, enable any power boat fitted with modern machinery in efficient condition to tow, in moderate weather, reasonable loads, such as, for a 25-ft. motor boat, a 32-ft. cutter fully loaded, and for larger motor boats a tow varying from the 32-ft. cutter fully loaded to a 42 ft. launch, according to the size and power of the towing boat.

3. Reports on any installations still considered unsatisfactory when attempting such tows are to be forwarded, through the Administrative Authority, giving the conditions under which the tow was made, including the state of the wind and sea.

4. "Modern machinery" is to be taken as 4-cylinder engines dating from 1924 or later, and for the 25-ft. motor boat the 23/25 H.P. engine.

**1234.—Ball and Roller Bearings and Balls—Instructions for Purchasing**

(C.P. 3991/33.—25.5.1933.)

Standard rigid ball and roller bearings up to 4 in. diameter bore, and steel balls of scheduled sizes :—

(a) A new standing contract has been arranged with the Hoffmann Manufacturing Co., Ltd., of Chelmsford (C.P. 1045/33/765, dated 11th February, 1933), for standard rigid ball and roller bearings up to 4 in. diameter bore and for steel balls of certain specified sizes.

(b) Copies of this contract, with schedule showing discounts from list prices for bearings, together with sizes and prices of steel balls included, have been circulated.

(c) Running tests on standard ball and roller bearings obtained under the standing contract are not required, the makers' guarantee being acceptable in all such purchases.

Orders for steel balls BELOW  $\frac{1}{2}$  in. diameter, placed under this standing contract, should be for lots of one gross or multiples of one gross, *i.e.*, fractions of grosses should not be ordered in these smaller sizes.

2. Standard bearings above 4 in. bore, all self-aligning bearings, special types or bearings for special purposes where tests are required ; also steel balls of non-scheduled sizes and balls of other materials :—

(d) Within the approved limits for local purchase, requirements for all bearings *not* included in the above standing contract are to be obtained by competitive tender, the following firms being invited to quote :—

Auto Machinery Co., Ltd., Hood Street, Coventry.  
The Hoffmann Manufacturing Co., Ltd., Chelmsford.  
Ransome & Marles Bearing Co., Ltd., Newark-on-Trent.  
The Skefko Ball Bearing Co., Ltd., Luton, Beds.

(*The Cooper Roller Bearings Co., Ltd., of Kings Lynn, also may be invited to tender for special roller bearings to Admiralty specification.*)

(e) Such bearings would include trunnion bearings, conical rollers, ball and roller bearings for swash-plate engines for gun mountings, and roller bearings for pivots of torpedo tubes. The running tests, etc., as given on the approved drawings, should still be specified when calling for tenders for these items.

(f) Future invitations to tender for these items are to contain the following clause :—

“The articles are to be manufactured in this country from British materials, including steel produced in the United Kingdom. Please confirm that this condition will be observed.”

A similar condition is also to be included in any orders placed.

(g) In order that all approved makers of ball and roller bearings may be given an equal opportunity of quoting as sub-contractors to main contractors for machinery, gun mountings, etc., the following procedure is to be strictly observed when preparing drawings and specifications :—

- (i) Wherever possible, no reference should be made to any particular make or maker's type number of ball or roller bearing.
- (ii) Where it is necessary, for any reason, to refer to the type number or name of one particular maker, the words “Or equivalent” are to be added in a prominent manner whenever alternative makes or types exist.
- (iii) In the comparatively rare cases where it is essential that only one particular make of bearing shall be used, that fact is to be specifically stated.

### 3. Bearings for gyro compasses :—

(h) The above instructions do not apply to bearings for gyro compasses, which are supplied to the Admiralty Compass Observatory under a special contract.

(A.F.O. 1816/33.)

## 1360.—Catapult, Aircraft—Missfires

(G. 2661/32.—8.6.1933.)

In the event of a missfire with a catapult explosion unit, the breech mechanism will be opened by an implement which has been designated “Opener, Breech, Aircraft Catapult, Mark I.” The opener consists of a bronze fork fitted to the end of an ash stave—the fork being shaped to engage the handle of the breech mechanism lever.

2. Openers will be supplied to H.M. ships, as soon as they are available from manufacture, in the proportion of one to each aircraft catapult.

## 1361.—Gun Mountings, 6 in. C.P. XIV and 5·5 in. C.P. II—Loading Tray

(G. 6743/32.—8.6.1933.)

An instance has occurred of the failure of the catch gear of the swinging loading tray of a 6 in. C.P. XIV mounting, owing to the boss of the catch bolt becoming distorted and jamming the catch bolt.

2. A method of repair is shown on E.F.O. 40/33. Swinging loading trays of 6 in. C.P. XIV and 5·5 in. C.P. II mountings are to be examined and, if found necessary, a steel sleeve piece as shown on the sketch is to be fitted; also, in order to allow the catch to engage the locking plate more smoothly, the locking plates of all mountings are to be modified as shown.

3. The work is to be carried out by ships' staffs.

## 1365.—Catapults—Loading on Aircraft when Ship is Rolling

(M.F. 02113/33.—8.6.1933.)

When hoisting in aircraft with the ship rolling, difficulty is sometimes experienced in holding the aircraft steady over the catapult while the spools are being engaged.

2. An apparatus of the type indicated on E.F.O. 41/33 has been found to be of assistance in these instances, and should be constructed by the ship's staff if considered necessary.

3. Owing to the corrosive action of canvas upon duralumin, the canvas bands should not be kept in contact with the floats longer than is necessary.

**1397.—Director Gear—3° Super Elevation Prisms for  
Secondary Armament Directors**

*“ Queen Elizabeth ” and “ Royal Sovereign ” Classes*

(G. 308/33.—15.6.1933.)

Arrangements have been made to supply Pattern 328Y telescopes fitted with 3° prisms as follows:—

Two each to—

“ Queen Elizabeth,” “ Barham,” and “ Valiant ” (total 6).

One each to—

“ Warspite,” “ Malaya,” “ Revenge,” and “ Resolution,” these ships having already been supplied with one prism each for trial (total 4).

In addition 1 spare each to—

“ Queen Elizabeth ” and “ Warspite.”

2. The following modifications to instruments are required in connection with the use of these 3° prisms.

*(a) Modification at 6 in. Director Sights and to all Vickers' Range Receivers*

An inner range scale should be attached to the range dial, in such a manner that the quadrant elevation required for a range on the super-elevation scale is 3° more than the quadrant elevation required for the range opposite it on the outer scale. The ranges on the super-elevation scale should continue up to the maximum attainable by the mounting.

*(b) Modification to Transmitting Clock (Dial Type E, Pattern No. 817)*

An inner scale with red graduations should be positioned so that the extreme gun range (in this case taken to be 13300) is against the extreme range with normal elevation (in this case taken to be 11800). The scale should be graduated in a similar manner to that at the director.

An additional pointer, coloured red, is rigidly fixed to the existing pointer, so that when the ordinary pointer is opposite the 11800 mark on the outer scale, this red pointer will be reading 11800 on the inner scale.

The above modifications should be carried out by ships' staffs.

3. An item to cover this work should be inserted in the lists of approved alterations and additions of “ Barham ” and “ Ramillies ” and the work should be carried out by Portsmouth and Devonport Yards during the vessels' large repair.

4. The additional range transmitters fitted adjacent the transmitting clocks in the 6 in. spotting tops of “ Queen Elizabeth ” and “ Valiant,” transmitting to the 6 in. directors, will not be required when the 3° prisms are supplied. Revised diagrams for the wiring of the range receivers at the 6 in. directors of these two ships are being prepared by Portsmouth Yard, and will be issued shortly.

(A.F.O. 1012/33.)

## 1404.—Torpedo Tubes—Difficulty in Operating External Gyro Angling and Depth Gears at Deep Depths

*H.M. Submarines "Oberon," "Odin," "Parthian," "Rainbow," and "Swordfish" Classes.*

(T. 1011/33.—15.6.1933.)

Difficulty may be experienced in depressing the spindles of the external gyro angling and depth gears when operating these gears at deep depths with the torpedo tubes open to sea pressure.

2. This is due to pressure acting on the underside of the collar on the vertical spindle which engages with the torpedo, and the difficulty can be overcome by pressing down on the top of the spindle to start the collar off its seat, thus partially equalising the pressure.

3. The spindle can then be engaged in the normal way by the hand lever.

4. The approximate forces required to start the collar off its seat are 100 lbs. at 120 ft. and 160 lbs. at 200 ft.

## 1417.—Exposed Steel Decks—Coating

*Vessels of 1st Minesweeping Flotilla, Fishery Protection Vessels, and Stokers' Training Establishment, Devonport (late "Marshal Ney")*

(D. 4459/33.—15.6.1933.)

A trial has been carried out on the steel boat deck of H.M.S. "Pangbourne" with a coating of bituminous solution and graphite mixture.

2. This mixture has proved more satisfactory than the plain bituminous solution and it has been decided that the mixture should be used for coating exposed steel decks in vessels of 1st Minesweeping Flotilla, Fishery Protection Vessels, and the Stokers' Training Establishment, Devonport (late "Marshal Ney").

3. The composition of the mixture is:—

Bitumastic solution (Messrs. Wailes' Dove & Co.)	...	2 gallons.
Graphite flake	... ..	7 lbs.

## 1451. { Telescopes, Pattern G.350—Supply Telescopes, Patterns G.330 and G.331—Surrender 4 in. H.A. III, III\* and IV Gun Mountings—Modification to Open Sights—REPORTS

(G. 2345/33.—22.6.1933.)

A first supply of the new telescopes, Pattern G.350, for use on 4 in., H.A. III, III\* and IV mountings will shortly become available for issue and will be distributed by Portsmouth. Modifications to the open sights of the mountings will be necessary, in order to clear the eyepiece of the new telescope; 75 sets of brackets for these modifications will also be available and issued from Portsmouth concurrently with the telescopes. One set comprises 4 brackets.

2. The 150 telescopes and 75 sets of brackets should be issued by Portsmouth in accordance with the following allocation :—

Ship.	No. of 4 in., H.A. Mountings in Ship.	Requirements.			
		Telescopes.		Sets of Brackets.	
		Component.	Spare.	For Component Sights.	For Spare Sights.
" Kent " ... ..	4	8	—	4	1
" Berwick " ... ..	4	8	—	4	1
" Cumberland " ... ..	4	8	—	4	1
" Cornwall " ... ..	4	8	—	4	1
" Suffolk " ... ..	4	8	—	4	1
" Eagle " ... ..	5	10	—	5	1
" Bridgewater " ... ..	1	2	1	1	—
" Folkestone " ... ..	1	2	1	1	—
" Sandwich " ... ..	1	2	1	1	—
" Falmouth " ... ..	1	2	1	1	—
" Medway " ... ..	4	8	—	4	1
" Norfolk " ... ..	4	8	—	4	*
" Dragon " ... ..	3	6	2	3	*
" Danae " ... ..	3	6	2	3	*
" Durban " ... ..	3	6	2	3	*
" Dauntless " ... ..	3	6	2	3	*
" Scarborough " ... ..	1	2	1	1	—
" Emerald " ... ..	3	6	—	3	*
" Enterprise " ... ..	3	6	—	3	*
" Hawkins " ... ..	4	8	—	4	*
" Fowey " ... ..	1	2	1	1	—
" Shoreham " ... ..	1	2	1	1	—
" Bideford " ... ..	1	2	1	1	—
" Leander " ... ..	4	8	—	4	1
Totals ... ..		150		75 sets.	

*Notes.*—Where no G.350 telescopes are shown to be supplied as spare, the vessels concerned should already have spare G.330 and G.331 telescopes available on board for other services. These spares should also be used as spares for the 4 in., H.A. mountings.

The brackets to complete the spare sights for the ships indicated by \* will be supplied in a subsequent distribution.

3. Further allocations of telescopes and brackets will be made as they become available.

4. The modifications to the open sights are shown on diagrams E.F.O.45/33 (1-2). The work is to be done by ships' staffs except on 4 in., H.A. mountings in store at H.M. dockyards and on H.M.S. "Emerald," which is shortly to be taken in hand for large repairs at Chatham, when the work is to be done by the dockyard.

5. On supply of the telescopes, Pattern G.350, the ships concerned should surrender, to their appropriate dockyard, the G.330 and G.331 telescopes originally supplied for use with 4 in., H.A. III, III\* and IV mountings. The spare G.330 and G.331 telescopes carried should also be surrendered except in ships where these patterns are also used for other services; such vessels should retain the approved proportion of spare G.330 and G.331 telescopes to meet requirements.

6. The dockyards to which the G.330 and G.331 telescopes are surrendered should retain sufficient serviceable telescopes to meet the requirements of 3 in., H.A. II, IV and IVA mountings, set apart for special services; any telescopes remaining should be returned to Portsmouth.

7. Reports should be forwarded in due course from each dockyard stating the position with regard to availability of telescopes for the 3 in., H.A. II, IV, and IVA mountings set apart for special services in order that any additional telescopes required can be supplied.

### 1456.—21 in. Broadside Submerged Torpedo Tubes—Modified Slider for Side Stop

*Vessels and Dockyards concerned*

(T. 1105/33.—22.6.1933.)

In the event of renewal of existing sliders for side stops being necessary, the modified type of slider shown in E.F.O. 48/33 is to be fitted.

2. This item is to be dealt with as a defect.

### 1457.—E.A. Plants—Secondary Compressors

*Ships concerned and H.M. Dockyards*

(T. 1008/33.—22.6.1933.)

Trouble has been experienced in one of H.M. ships with the working of the secondary compressors of Messrs. Weir's manufacture in connection with the E.A. plant.

2. The following information is promulgated for general guidance:—

- (i) The guide bushes to the third and fourth stage suction and discharge valve cages are made of a special leaded bronze to ensure a suitable rubbing surface for the monel metal valves when using distilled water lubrication. The water lubrication should be adjusted when running, so that the water jet strikes the top of the sight globe. The composition of the leaded bronze alloy should be:—

Copper	...	...	...	...	74	per cent.
Tin	...	...	...	...	12	„
Zinc	...	...	...	...	2	„
Lead	...	...	...	...	12	„

Material of the above composition should be used for all future replacements of the valve cage bushes.

- (ii) When fitting new bakelite plunger rings to the third and fourth stages, the gap clearance should be  $\frac{1}{16}$  in. to  $\frac{3}{16}$  in., and the axial clearance should be such as to allow the rings being turned by hand without any perceptible longitudinal shake.

### 1459.—Portable Electric Hand Lamps and Apparatus with Flexible Cables—Precautions in use

(T. 1369/33.—22.6.1933.)

Attention is drawn to the danger of injury to personnel, which might arise from the use of portable electrical machinery, the frame of which is not efficiently "earthed."

2. All portable electrical apparatus (other than fittings of which the external parts are completely insulated) is to be so connected that the frame or external portion is at all times kept at earth potential. To effect this a suitable three-core cable is to be used, of which one core is to be connected to the exposed metallic frame and to the structure of the ship.

3. Care is to be taken that the plug connections of portable fittings are properly shipped in their sockets and secured before switching on. Where screw collars are fitted for this purpose the collar should be screwed hard home on the socket.

4. Fittings not provided with an earthing connection are to be modified to meet the above requirements.

5. All portable electrical apparatus is to be examined at frequent intervals, to ensure that the "earthing" arrangements of the exposed parts is efficient.

6. Portable hand lamps for use in magazines and shell rooms should be dealt with as laid down in paragraph 5 of Article 170 of the Naval Magazine and Explosive Regulations, O.U. 5408.

### **1508.—Director Firing Gear—Pom-pom Directors, Mark I —Modification**

*"Nelson," "Rodney," "Hood," "Revenge," "Valiant," and "Eagle"*

(G. 2632/33.—29.6.1933.)

With reference to the sets of gear recently supplied for modifying the pom-pom directors, Mark I, fitted in the above ships, a question has been raised by one of the ships concerned as to the reason for fitting the modified range handwheel.

2. The modified range handwheel and gearing were supplied in order to facilitate running the range down to zero when necessary.

3. This is effected by slacking back the securing screw at the centre of the handwheel, which is then slid back until it is brought up by the internal ridge. The stop gear then becomes inoperative and the handwheel may be revolved until zero range is reached.

*Note.*—This gear was fitted in the "Eagle" director before delivery to ship.

### **1516.—Torpedo Tubes—Gauging and Clearance of Bow Caps, Bow Shutters and Stern Caps—REPORTS**

*Submarines and Dockyards*

(T. 1400/33.—29.6.1933.)

Submarines in commission or in immediate reserve are to have their torpedo tubes gauged on each occasion of refit. The gauging is to be carried out "afloat" just prior to docking and also "in dock," except in "H," "L" and "L.50" classes in which vessels the tubes are to be gauged "in dock" only.

2. An item for this work is to be included in the defect list, the gauging being carried out by the dockyard concerned. Should a tube fail to pass a satisfactory test, or, if at any time between refits difficulty is experienced in loading, gauging should also be carried out at the intermediate docking of the particular vessel affected.

3. In submarines building, and in submarines in commission or immediate reserve on each occasion of docking, the clearances between the bow caps, bow shutters, or stern caps, and the path of the torpedo, and also where applicable the clearances between the interlocking gear and the firing gear, are to be carefully measured. Adjustments are to be made to obtain the following clearances.

#### **4. Clearances of Bow Caps, Bow Shutters and Stern Caps.—**

(a) *Bow Tubes.*—With the bow cap and shutter fully open the clearance is to be not less than 2 ins.

(b) *Bow Tubes.*—With the bow cap and shutter in the "just fire" position, the clearance is to be not less than  $1\frac{1}{2}$  ins.

(c) In "O" and later classes, the difference between the clearances in the "fully open" position and the "just fire" position is to be not less than  $\frac{1}{2}$  in.

- (d) *Stern Tubes*.—With the stern cap fully open, the clearance is to be not less than  $3\frac{3}{8}$  ins.
- (e) *Stern Tubes*.—With the stern cap in the "just fire" position the clearance is to be not less than  $2\frac{3}{8}$  ins.
- (f) *Stern Tubes*.—The difference between the clearances in the "fully open" position and in the "just fire" position is to be not less than 1 in.

5. *Clearances with Elswick Firing Gear*.—

- (a) In the "just fire" position the palm on the interlocking gear is to be just clear of the solenoid button on the firing gear.
- (b) With the bow cap wide open, the clearance between the interlocking palm and the solenoid button is to be not less than  $\frac{1}{8}$  in.
- (c) The vertical clearance between the palm and the solenoid button is to be not less than .025 in. and not more than .035 in.

6. *Method of Measuring Clearances*.—*Bow Caps*.—A base board measuring approximately 30 ft. by 8 ins. by  $1\frac{1}{4}$  ins. should be used as a datum line. This board should be secured against the inner side strip of the torpedo tube in such a position that its upper surface lies in the horizontal plane through the centre of the tube as shown on the drawing E.F.O. 60/33.

The clearances should be measured from the upper inboard edge of the straight edge.

*Stern Tubes*.—A similar method is to be used for measuring the stern cap clearances, the board being fixed in a vertical position against the inner surface of the top strip and with one edge in a vertical plane through the centre line of the tube. The clearances should be measured from the upper edge of the straight edge on the vertical centre line of the tube.

In vessels which have bow caps fitted with wooden pads which project above the surfaces of the caps, the clearances are to be measured to the surfaces of the pads.

7. *Methods of Obtaining the Requisite Clearances*.—

- (a) By reversing bolts in link gear or by fitting bolts with special cheese heads. These bolts are often found to foul each other as the shutter opens, and by reversing them they will pass clear.
- (b) By ensuring that "bye-pass" lever (power to hand) is in *Full Open* position prior to operating by hand. It has been found that this lever is sometimes strained and that the bye-pass is not fully open. This causes trapping of the telemotor oil in the power cylinder, which prevents full travel by hand being obtained.
- (c) Stiffening angles of shutters sometimes foul the vertical support of horizontal division plates between apertures of upper and lower tubes. A small amount of cutting away of these angles at the forward end of the shutter will make a marked difference to the clearance at the rear end.
- (d) By planing off the surface of the wooden pad on the bow cap in vessels so fitted.
- (e) By dishing the shutters. This action is only to be taken in submarines fitted with A.I.V. gear, and a sketch is to be forwarded to the Admiralty for approval before such work is put in hand.
- (f) By renewing the lug on the after end of the shutter which engages with the bow cap.

8. *Inability to Obtain Clearances Laid Down*.—In submarines other than those fitted with A.I.V. gear, difficulty may be experienced in obtaining the clearances laid down in paragraph 4. In such cases a report giving the clearances obtained is to be forwarded through the Administrative Authority to the Admiralty where each case will be judged on its merits. The report should also state what modifications, if any, are practicable to improve the clearances in order than consideration may be given as to whether the alterations should be carried out.



Where A.I.V. gear is fitted, however, these clearances must be obtained to enable torpedoes to go clear.

9. *Reports*.—On all occasions of the clearances being checked, reports should only be forwarded where it has been found impossible to obtain the clearances laid down in paragraph 4.

### **1532.—Perforated Plating carrying Electric Cables outside the Pressure Hull**

*Submarines*

(M.F. 2218/32.—29.6.1933.)

Excessive corrosion having occurred in some instances where the perforated plating consisted of ordinary ungalvanised iron, this plating is to be galvanised and well protected by paint in new construction submarines and in existing ships when replacement of the plating is necessary.

1573. }  
1574. } *Issued Confidentially.*

### **1578.—Torpedo Blowing Heads—Guard on Holmes' Light Pocket—REPORT**

(T. 1077/33.—6.7.1933.)

Trouble has been experienced with blowing heads due to the solder between the shell and the Holmes' light pocket casting being melted by the heat of the light.

2. E.F.O. 49/33 shows a guard which has proved itself satisfactory in preventing this trouble. These guards are to be made by ship's or depôt ship's staff, and are to be used on all occasions of running with blowing heads (except from submarines).

3. All ships are to report through the Administrative Authority on 1st October, 1933, on the suitability and desirability of making the guard a permanent fitting in all existing blowing heads.

### **1579.—Gyro Pedestals—Gyro Compass Repeaters Mounted on Wings of Bridges in Capital Ships—REPORTS**

(T. 3334/32.—6.7.1933.)

Reports have been received that trouble is sometimes experienced with gyro compass repeaters mounted on the wings of bridges in capital ships.

The repeaters have become unshipped from their gymbal brackets during heavy gunfire, and the brackets have also frequently become out of alignment.

In view of the above a new design of pedestal has been prepared. (See E.F.O. 53/33, D.T.M. 1072.)

2. Reports are to be forwarded, through the Administrative Authority, from ships which still experience the troubles referred to above. Such reports should give the position of the repeaters, and should state whether the modifications to overcome the defects in the original design, as issued in A.F.O. 1987/26, have been carried out.

3. The new pedestals which were supplied to "Queen Elizabeth" are to be regarded as part of the equipment of that ship.

The two new pedestals issued to "Hood" are to be transferred to "Revenge."

**1584.—Instruments—Damage by Fumigation**

(H. 2569/33.—6.7.1933.)

The warning already issued with reference to damage to gyro compasses by the action of sulphur dioxide, apply also to chronometers and other delicate instruments.

2. In the event of fumigation being necessary steps are to be taken to see that such instruments are protected from possible damage.

**1657.—Cordite, Lot R.N. 2792, Size 5, Mark I—Issue and Expenditure**

(A.S./R.P. 561/33.—13.7.1933.)

In consequence of low heat test results given by cordite, Lot R.N. 2792, size 5, Mark I, all cartridges of this lot and all sub-lots of this lot are to be expended at normal practice firings as early as practicable.

2. Officers in charge of Naval Armament Depôts, holding stocks of the above-mentioned lot, are to arrange for early issue, withdrawing from ships, where necessary, cartridges of other lots which may be on board, in order that expenditure within the practice allowance may be effected.

**1658.—V.S. Tubes, 8 in. Guns—Supply of Electric Tubes, "S," Large, Mark VII**

(G. 2560/33.—13.7.1933.)

Jams resulting in missfires have occurred at 8 in. guns, owing to the glazeboard disc which separates the guncotton dust from the gunpowder pellets in the Mark VI electric, "S," large, tube being left in the body of the lock after firing.

2. A new design of tube, known as Mark VII, in which the glazeboard disc has been replaced by a compressed powder pellet, is now available for supply as outfit and for practice to a restricted degree for 8 in. guns.

3. Mark VII tubes are not to be fired for testing circuits or for working up practices. An expenditure equal to one per round in the annual practice allowance is not to be exceeded.

4. Supplies of Mark VII tubes are being distributed to Naval Armament Depôts, and issues to H.M. ships armed with 8 in. guns will be made without demand.

**1660.—Torpedo Firing Pistols, Type M—Modification**

(T. 3634/32.—13.7.1933.)

Sea experience has shown that trigger guards fitted in the type M firing pistol prevent the Torpedo Control Officer from feeling the "stop" when the triggers are at the end of their travel.

2. These trigger guards are to be cut away as shown in E.F.O. 61/33. The remaining portions which form guides for the triggers are to have all corners and sharp edges removed.

3. The trigger guards should be removed for the purpose of making this modification, and the opportunity should be taken to clean and lubricate the triggers; light mineral oil should be used for lubrication.

4. This work is to be undertaken by ship's staffs or the destroyer repair ship.

**1661.—Torpedo Tubes—Modified Latch Trippers**

*H.M. Submarines "Oberon," "Odin," "Parthian," and "Rainbow" Classes, "Swordfish," "Sturgeon," "Starfish," "Seahorse," "Thames" and "Porpoise"*

(T. 1666/33.—13.7.1933.)

When existing latch trippers require replacing, the replace trippers are to be made to the dimensions shown in E.F.O. 59/33.

**1666.—Gyro Compass Circuits—Megger Testing when Pattern 1164 Condensers are Fitted**

(C.D. 43/33.—13.7.1933.)

Condensers, Pattern 1164, now used in gyro compass transmitter circuits, have been ruined by being tested with a megger, the voltage of which exceeds that which the condensers are designed to stand.

2. Care is to be taken that a megger is never applied to condensers of this type.

**1667.—Catapult Superstructures—Clearance at Front Spools**

(M.F. 03170/33.—13.7.1933.)

On all catapults the clearance between the front aircraft spools and the detents, when the spools are hard back in the hook plates, should be increased to .030 in. as indicated in E.F.O. 58/33. This increased clearance should be obtained by filing away the back of the detents, having first checked the size of spools as shown in E.F.O. 58/33.

2. On every occasion of placing an aircraft in a catapult for the first time, the spool clearance should be checked, the aircraft being hauled back into the hooks, and the actual clearance measured.

This clearance should not be more than .035 in. or less than .025 in.

**1713.—*Issued Confidentially.*****1715.—Aircraft Torpedoes—Abolition of Drogues**

(T. 2011/33.—20.7.1933.)

Experience has shown that aircraft torpedoes perform more satisfactorily without than with drogues, and their use is to be discontinued.

2. The torpedoes affected are 18 in., Mark VIII\*, F.A.A.1 and F.A.A.2.

3. Dashpots and drogues on board are to be returned as convenient.

(C.A.F.O. 345/30.)

**1719.—W/T, Type 47, Transmitter 4R—Fuze for Protection of Milliammeter and Aerial Coupling Coil***Submarines fitted with Type 47 or 47A W/T Set*

(S.D. 648/33.—20.7.1933.)

Instances have been reported of damage having been done to the milliammeter and aerial coupling coil of transmitter 4R, through the aerial link board being left linked to transmitter 4R when transmitting on power or low power.

2. To guard against this eventuality, all ships fitted with type 47 are to insert a length of not less than  $\frac{3}{4}$  in. of fuze wire, Pattern 5067, between the aerial link board and the aerial terminal of transmitter 4R.

**1721.—Naval Stores containing Precious Metals—REPORT**

(N.S. 4035/33.—20.7.1933.)

Details are given in the subjoined lists, "A" and "B," of Naval Stores containing precious metals or alloys, together with the average quantity of arisings obtained from one unserviceable article, where this information is available. Care is to be taken, both in ships and Dockyards, to ensure that all stocks of these articles, whether serviceable, repairable, or unserviceable, are properly safeguarded from risk of pilferage.

2. Any component parts containing precious metals, which are removed from defective instruments, and which may be required for future repairs to such instruments, should be taken on charge at arisings value under the subhead and item applicable to the instruments themselves. When no longer required as component parts they should be brought to produce, and the precious metal arisings dealt with as laid down in the next paragraph.

*Dockyards only*

3. *Arisings of Precious Metals or Alloys : Procedure for Recovery.*

(a) *Stores shown in List "A."*—(i) The contacts containing the precious metal are to be removed from the condemned articles, and reduced in size as much as possible by removal of the base metal. They are then to be stored in envelopes, or other containers, labelled with the pattern number and description of the original article. Consignments of these envelopes are to be forwarded annually to Portsmouth, to arrive at that yard by the 31st December, for extraction, purification, and final disposal of the arisings.

(ii) The arisings accumulated at other yards should be invoiced to Portsmouth, on Forms D.66, the weight of the mixed metal and the value of the contact (*see next paragraph*) being stated for each pattern, *e.g.* :—

	No.	Rate.	Value.
		<i>s. d.</i>	<i>s. d.</i>
Contacts, ex Pattern 4819 (— oz. — dwt. — gr.)	10	1 6	15 0
Contacts, ex Pattern 4820 (— oz. — dwt. — gr.)	8	1 4	10 8

(iii) The difference in value between the mixed metal arisings and the precious metal, after extraction and purification, should be adjusted at Portsmouth by D.68.

(iv) No action is to be taken to carry out chemical tests of arisings at yards other than Portsmouth.

(b) *Stores shown in List "B."*—These items contain an insufficient quantity of precious metal to warrant the expense of extraction. The contacts should, however, be removed and safeguarded for ultimate sale.

4. *Valuation of Arisings.*—To enable the return vouchers at each yard to be brought to account without delay, the precious metal arisings should be valued at the undermentioned rates. Where the average quantity of arisings is not shown in the lists, the quantities are to be estimated as closely as possible, the known instances being used as guides for comparison purposes, wherever possible.

Iridium	... ..	£8 per oz. troy.
Platinum	... ..	Rate Book price.
Gold	... ..	} Current prices shown in the daily press.
Silver	... ..	
Radium compound	... ..	£2 5s. 0d. per gramme.
Mesothorium compound	... ..	£1 per gramme.

The approximate composition of the alloys is as follows :—

Iridio-platinum	{ Iridium	... ..	10 per cent.
	{ Platinum	... ..	90 „
Gold-silver	{ Gold	... ..	30 „
	{ Silver	... ..	70 „

5. *Annual Report.*—A report should be forwarded from Portsmouth as soon as possible after 31st March, 1934, giving the following particulars :—

- (a) Total weight and description of each kind of precious metal and alloy recovered since the date of the previous report.
- (b) The average weight and description of precious metal arisings from each of the items shown in List "A."
- (c) Any articles included in List "A" which it is recommended should be transferred to List "B," owing to experience having shown that they contain an insufficient quantity of precious metal to warrant the expense of extraction.

## LIST "A"

Pattern.	Description.	Precious Metal.	Average Arisings per Article.
	<i>E.5B</i>		Grains.
1561	Trolley wheel ... ..	Silver or gold-silver ...	—
	<i>F.1A</i>		
1670	Coil ... ..	Platinum... ..	4
1784	" ... ..	" ... ..	80
2374A	" ... ..	" ... ..	5
305A	Contact ... ..	Silver or gold-silver ...	—
- 306A	" ... ..	" ... ..	—
310	" ... ..	Platinum or gold-silver	—
535	" ... ..	Silver or gold-silver ...	—
1031 to 1035	} " ... ..	" ... ..	—
2241	" ... ..	Platinum ... ..	—
1671	" ... ..	Platinum* ... ..	—
1798	" ... ..	Platinum... ..	45
2375A	" ... ..	" ... ..	—
2376A	" ... ..	" ... ..	—
4877	" ... ..	" ... ..	6
6590/1	} " ... ..	Silver or gold-silver ...	—
6594	" ... ..	" ... ..	—
7219/20	" ... ..	" ... ..	—
7340	" ... ..	" ... ..	—
7503/A	Contact ... ..	Iridio-platinum** ...	—
1799	Screws, adjusting ... ..	Platinum ... ..	45
2196	Keys, signalling ... ..	" ... ..	—
	<i>F.1B</i>		
—	Evershed's instruments :—		
	Symbol No. R.25 ... ..	Iridio-platinum ... ..	21
	" No. R.41 ... ..	" ... ..	17
	" No. R.50 ... ..	" ... ..	16
	" No. R.52 ... ..	" ... ..	21
	" No. R.54 ... ..	" ... ..	16
	" No. R.56 ... ..	" ... ..	16
	" No. R.66 ... ..	" ... ..	16
	" No. R.89 ... ..	" ... ..	22
	" No. T.2 ... ..	" ... ..	46
	" No. T.24 ... ..	" ... ..	17
	" No. T.27 ... ..	" ... ..	17
	" No. T.30 ... ..	" ... ..	95
	" No. T.32 ... ..	" ... ..	95
	" No. T.33 ... ..	" ... ..	30
	" No. T.35 ... ..	" ... ..	24
	" No. T.39 ... ..	" ... ..	20
	" No. TR.5 ... ..	" ... ..	37
	" No. TR.27 ... ..	" ... ..	47
	" No. TR.41 ... ..	" ... ..	22
	" No. RT.11 ... ..	" ... ..	72
	" No. RT.14 ... ..	" ... ..	90
	Push box, for turret fire gongs	Platinum ... ..	—
	Synchronous transmission hunters.	" ... ..	—
2660/1	Switches (Vickers type) for range transmitters.	" ... ..	—

\* Later patterns made of tungsten.

\*\* Since July, 1928.

## LIST "A"—continued

Pattern.	Description.	Precious Metal.	Average Arisings per Article.
	<i>F.1B—contd.</i>		Grains.
2690/1	Switches (Vickers type) for range transmitters.	Platinum... ..	—
3676/81	Switches (Vickers type) for range transmitters.	„ ... ..	—
9150/55	Torpedo firing pistols ... ..	„ ... ..	—
—	Type M, Mark III ... ..	Iridio-platinum ... ..	—
—	Mark IV ... ..	Platinum... ..	—
—	Mark V ... ..	„ ... ..	—
—	Mark VI ... ..	„ ... ..	—
—	Type N, Mark I ... ..	„ ... ..	—
	<i>F.1C</i>		
1498	Bridges, Wheatstone ... ..	„ ... ..	5
9276	Buzzers, high note ... ..	„ ... ..	—
9277	Buzzers, low note ... ..	„ ... ..	—
—	Calling relay boxes for phones, Mk.V	„ ... ..	—
970	Coils, ignition ... ..	„ ... ..	21
972	„ „ ... ..	„ ... ..	—
1020	„ „ ... ..	„ ... ..	2
1021	„ „ ... ..	„ ... ..	3
989	„ „ armature for ... ..	„ ... ..	—
990	„ „ screw contact for ... ..	„ ... ..	2
993	„ „ trembler for ... ..	„ ... ..	2
1548	Keys, firing ... ..	Gold-silver ... ..	—
2333A	„ „ ... ..	Platinum... ..	2
9755/6	Multiphones ... ..	„ ... ..	—
1501	Relays ... ..	„ ... ..	10
9278	„ ... ..	„ ... ..	—
—	Switch boxes for phones and telau- pads, Patterns 9249, 9249A/B, 9250, 9250A/B.	Iridio-platinum ... ..	—
7951/2	Telephones... ..	„ ... ..	—
9053	„ ... ..	„ ... ..	—
	<i>F.2A</i>		
1223	Batteries, test ... ..	Platinum... ..	3
6585	Keys, contact, signalling ... ..	Platinum or gold-silver	—
9881	„ „ „ ... ..	„ „ „	—
1644	„ „ „ nipples for ... ..	„ „ „	—
1645	„ „ „ „ „	„ „ „	—
	<i>F.2B</i>		
1380	Buzzers ... ..	Platinum or gold-silver	—
4717/8	„ ... ..	„ „	—
1387A	Pushes, for gongs ... ..	Platinum... ..	—
1142	„ „ „ ... ..	Gold-silver ... ..	—
8127	Master push, for fire gongs ... ..	Platinum... ..	—
4821A	Rattlers ... ..	„ ... ..	—
4826A	„ ... ..	„ ... ..	—
1300	Shutter instruments ... ..	Gold-silver ... ..	—
2238	„ „ ... ..	„ ... ..	—
	<i>Miscellaneous</i>		
—	Switch and push boxes ... ..	} Gold-silver ... ..	—
—	Lamp and push boxes (depth charge communication in des- troyers).		—
—	Evershed's steering telegraph trans- mitter bell contacts.	Silver ... ..	—

## LIST "A"—continued

Pattern.	Description.	Precious Metal.	Average Arisings per Article.
	<i>Vote 8/IIIG</i>		Grains.
—	Pistols, Patterns 6077/8 ... ..	Platinum... ..	—
—	Director change-over pistols, Marks I, II, III, and IV.	„ ... ..	—

## LIST "B"

	<i>F.1A</i>		
1816	Buzzer ... ..	Platinum... ..	$\frac{1}{2}$
1831A	„ ... ..	„ ... ..	$\frac{1}{2}$
311A	Contacts ... ..	Gold-silver ... ..	1
2427	„ ... ..	Silver ... ..	45
2428	„ ... ..	„ ... ..	30
2429	„ ... ..	„ ... ..	30
3889	„ ... ..	„ ... ..	40
7682	„ ... ..	„ ... ..	12
8266/7	„ ... ..	„ ... ..	20
	<i>F.1B</i>		
	Gyro bearing indicators, Mark III	{ Radium compound or Mesothorium compound.	—
	<i>F.1C</i>		
1640	Cell testers ... ..	Platinum... ..	1
1056	Keys, single current ... ..	Gold-silver ... ..	2
and A	Keys, firing ... ..	Gold-silver ... ..	2
1547	„ „ ... ..	„ ... ..	1
2343	„ „ ... ..	„ ... ..	1
and B	Torpedo sights, Types B and C ...	{ Radium compound or Mesothorium compound.	—
—	Radiomir sights ... ..		
	<i>F.2A</i>		
1642	Keys, contact, signal ... ..	Gold-silver ... ..	—
	<i>F.2B</i>		
4819/20	Buzzers ... ..	Gold-silver ... ..	$\frac{1}{2}$
1917/8	Pushes ... ..	Gold-silver ... ..	—
	<i>Miscellaneous</i>		
—	Magneto parts— Platinum-tipped screw of contact breaker.	Platinum... ..	$\frac{1}{2}$

## 1724.—Submarines of "Swordfish" Class—Periods between Intermediate Dockings

(D. 6797/33.—20.7.1933.)

It has been decided that the periods between intermediate dockings of submarines of "Swordfish" Class, in Home Waters, are to be  $8\frac{1}{2}$  months.

## 1725.—Alterations and Additions

(D. 15226/32.—20.7.1933.)

The following instructions, which embody decisions contained in Admiralty Fleet Orders previously issued, but revised as necessary, are promulgated for information and guidance :—

### ALTERATIONS TO COMPLY WITH NAVAL MAGAZINE REGULATIONS DÉPÔT SHIPS, AUXILIARY VESSELS AND VESSELS IN RESERVE (A.F.O. 1701/22.)

Alterations, etc., which may be necessary to comply with the Naval Magazine Regulations in any of these vessels which have no ammunition on board, are to be deferred until the vessels again carry ammunition or are brought forward for service.

An estimate giving full details and cost of carrying out proposed alterations should be forwarded as early as possible for such vessels as are ordered to be brought forward for further service, and Admiralty approval obtained before the work is taken in hand.

### SHIPS TAKEN IN HAND AT DOCKYARDS FOR LARGE REPAIR OR RECONSTRUCTION (A.F.O. 283/23.)

As soon as the approval of the Board has been given for the inclusion in the Sketch Estimates for an ensuing financial year of specific ships under the heading of Reconstruction or Large Repair, the Admirals Commanding the Squadron, etc., to which the ships are attached will be so notified in order that full lists of approved and proposed alterations and additions desired to be carried out may be forwarded as soon as possible.

The lists so forwarded are to be comprehensive and are to contain all known requirements. After decisions have been given thereon, the repairing dockyards will be informed of the approved items, in order that the Board may be furnished, before the commencement of the work, with reliable estimates of the cost involved.

Should the necessity arise at a later date to submit supplementary items of alterations and additions, a special report should accompany each proposal giving detailed reasons for the necessity of the item and why it was not included in the original list.

The above procedure has been adopted with a view to compiling, before a ship is taken in hand by dockyard, a detailed list of the work to be carried out, thus avoiding submitting supplementary items during the progress of the work, which may entail delay in completion of the ship, and increased cost.

### IMPORTANT ITEMS WHICH CANNOT BE TAKEN IN HAND OWING TO SHORTAGE OF WORKMEN (A.F.O. 691/24.)

When it is found that important alterations and additions, which have already received financial approval, or have been approved to be proceeded with, cannot be taken in hand during the refit of a ship owing to the shortage of workmen in any department, the dockyard officers concerned should report the circumstances immediately to the Admiralty.

### CURTAILMENT OF ALTERATIONS AND ADDITIONS IN CERTAIN CLASSES OF VESSELS (A.F.Os. 369/30 and 674/32.)

No further alterations or additions, other than those already approved, or which might affect sea-going or fighting efficiency, and are classified under the headings A and B of A.F.O. 2413a/32, are to be carried out in "C" Class Cruisers prior to "Carlisle" Class, Leaders previous to H.M.S. "Codrington," and Destroyers of the "V" and "W" Classes armed with 4-in. Q.F. guns.

### VENTILATION ITEMS (A.F.O. 2890/25.)

When ventilation items are being included in the lists of alterations and additions, the ships' officers should include a diagrammatic sketch of the existing arrangements or a statement to the effect that they are as originally fitted.



FLEET SHORE ESTABLISHMENTS  
(A.F.O. 2194/24.)

Attention is drawn to the tendency of Fleet Shore Establishments to forward to the dockyards at various periods during the year proposals for alterations and additions which are not of an urgent nature. This practice is irregular and undesirable, as such items should be embodied and submitted in the Annual Proposals and be dealt with as a whole.

In future, proposals are not to be separately submitted by Fleet Shore Establishments or Dockyards unless they are of an urgent nature, in which instance the reasons for urgency and why the work could not have been foreseen and the item included with others in the Annual Proposals, should be furnished.

**1765. { Telescopes, Patterns G.330Y and G.331Y—Re-allocation.  
4 in. H.A., III and IV Mountings—Modification to  
Telescope Holders**

(G. 3463/33.—27.7.1933.)

Particular attention is called to the fact that prism telescopes, Patterns G.330Y and G.331Y, have been completed with power adjusting rings or collars of two sizes.

2. Instruments with the large collars, Pattern G.330Y, odd numbers 2035 to 2257 inclusive, and Pattern G.331Y, even numbers 1374 to 1596 inclusive, are generally unsuitable for use with 4 in. H.A., III and IV mountings.

3. Such instruments are therefore to be surrendered from vessels carrying either of these mountings in exchange for others which have smaller rings, and are to be forwarded to Malta or to Portsmouth, the action taken being reported to the Admiralty.

4. The surrendered instruments of the numbers quoted above are suitable for other types of mountings and for certain types of director gear, and are to be re-issued to H.M. Ships "Nelson," "Rodney," "Courageous," "Glorious" and "Adventure," in lieu of similar instruments which have smaller diameter rings or collars, and are not of the numbers quoted.

5. To enable instruments which have power adjusting rings or collars of smaller diameter to lie fair in the telescope holders of the 4 in. H.A., III and IV mountings, the telescope holders of these are to be modified in accordance with E.F.O. 66/33.

6. Some of the holders of these mountings may already have been modified in the manner shown, but not to the radius now given, and these should be similarly dealt with.

7. The work is to be carried out by ships' staff, or in the cases of reserve mountings or mountings in vessels not yet commissioned, by yards concerned.

**1767.—21 in. Torpedoes, Mark IV\*S and S.O.—Blanks for  
New Maintenance Regulations**

(T. 1550/33.—27.7.1933.)

On the introduction of the new Maintenance Regulations for 21 in., Mark IV\*S and S.O., torpedoes, certain blanks and adaptors are required, in order that the routines may be carried out.

2. These blanks and adaptors, as shown in E.F.O. 62/33, are to be made by the submarine depôt ships concerned, in the proportion of one set for each submarine carrying Mark IV\*S or S.O. torpedoes, and one set for each depôt ship.

3. It is anticipated that the new Maintenance Regulations will be ready for issue in the near future.

**1770.—Synchronous Units, Marks I, II and III—****“ M ” Motor Brakes**

(T. 1929/33.—27.7.1933.)

**1777.—Soda Ash as an Alternative to Soda Crystals for Cleaning Purposes—REPORTS**

(N.S. 7911/33.—27.7.1933.)

Economy might be attained by the substitution of soda ash for soda crystals as a cleaning agent. Soda crystals are composed of 63 per cent. of water and 37 per cent. of soda ash. Six ounces of soda ash will do the work of 1 lb. of soda crystals. The main reason why soda crystals are preferred is, that they dissolve more readily in cold water than soda ash. For dissolving soda ash, it is desirable to use warm or hot water. Solution may be effected by adding soda ash gradually to the water, stirring the mixture vigorously meantime ; or, preferably, by thoroughly mixing together equal weights of water and soda ash (a gallon of water to about 10 lb. of soda), when a considerable amount of heat will be liberated ; if a further quantity of water is then added, solution will take place more readily. With soda ash, more powerful alkaline solutions than are normally used may be produced, and it should be borne in mind that such solutions are deleterious to linoleum, woodwork, and, to some extent, to painted surfaces generally.

2. It is obvious that, taking comparative prices into account, a saving in first cost would result from using soda ash instead of soda crystals in the proportions indicated. Storage space in ships and in dockyards would be saved and freight charges would be reduced. Difficulties which have occurred on some hot stations from the deliquescence of soda crystals in the store-rooms of ships would be obviated.

3. In order to test the degree to which economy could be effected, and in order to obtain practical experience of the advantages and disadvantages to be expected from the substitution of soda ash for soda crystals, trials for a period of six months are to be carried out in a battleship, a cruiser, and two destroyers of each of the Home and Mediterranean Fleets, and in two cruisers and two destroyers on the China Station, the ships being selected by the Commanders-in-Chief.

4. A 12 months' storage test should be carried out at Portsmouth, Malta, and Hong Kong Yards.

5. One hundred and sixteen cwts. of “ heavy ” type soda ash to Government Department Specification T.G.41, in 1 cwt. 5-ply kraft paper bags enclosed in an outer jute bag, are being purchased (estimated cost £54) for delivery to Portsmouth for the trials, and should be distributed as follows :—

42 cwts. Portsmouth	....	} 2 cwts. to be retained in store at each Yard for the storage test.
42 cwts. Malta	....	
32 cwts. Hong Kong	....	

6. A sample of the material on delivery should be analysed by the Admiralty Chemist, and retained for the period of the storage test. On completion of 12 months' storage at Portsmouth, Malta, and Hong Kong, 1 lb. samples should be taken, in accordance with the instructions contained in Government Department Specification No. T.G.41, and forwarded to the Admiralty Chemist for analysis and report on the behaviour of the material during storage.

7. Ships selected for the trials should return to store the whole of the soda crystals on board, with the exception of any quantities necessary for general mess purposes, and demand soda ash, as required for the trials, up to the following quantities :—

22 cwts. per battleship,
12 cwts. per cruiser,
3 cwts. per destroyer.

Forms D.366 should be forwarded by the dockyards concerned in due course.

8. Reports, through Administrative Authorities, should be made by the ships concerned at the conclusion of the trial period, and should state the quantities of soda ash used during the period, also the quantities of soda crystals used, exclusive of general mess requirements, for an equivalent period.

1808. }  
1812. } *Issued Confidentially.*

### 1816.—Gun Mountings, 8 in., Mark I—Supply of Special Duty Journal Type Ball Bearings

*“ Kent ” and “ London ” Classes*

(G. 2959/33.—3.8.1933.)

In the 8 in., Mark I gun mounting design the standard commercial journal type of ball bearing has been utilised as a “ rolling ” bearing (*i.e.*, the outer race of the journal type of ball bearing rolls over a surface, such as a cam face or guide strip, in lieu of being stationary and supported by a housing).

2. Experience has proved that the bearings referred to in paragraph 1 are too brittle to give absolute reliability for the service described.

3. Purchase has, therefore, been arranged for special type journal ball bearings to do duty as “ rolling ” bearings. In the larger type special bearings, the outer races are case-hardened on the inside where the balls make contact, and the outside, which makes rolling contact with the cam or guide, is left soft. The smaller type special bearings are nickel chrome steel throughout, but suitably tempered to withstand shock.

4. The positions in the 8 in., Mark I gun mountings where journal ball bearings are used as “ rolling ” bearings, and where replacement by special type bearings should be effected are shown in paragraph 6, together with the numbers of special type bearings which are being issued as a first supply to Malta and Hong Kong Dockyards. Replacement with special type bearings should only be made where fracture or failure of the standard type bearing has occurred, and a record should be kept in the gun mounting register where such replacements have been made, in order that the behaviour of the special type bearings may be watched and the position with regard to the numbers replaced may be available. The special type bearings will be marked to distinguish them from the standard type. The markings will be as shown inserted before maker's code numbers in list in paragraph 6.

5. *Malta and Hong Kong Yards only.*—When 50 per cent. of any type of special bearing has been expended, a requisition for replacement should be forwarded.

6.

Drawing No.	Item No.	No. per Ship.	Makers' Type.	Purpose.	No. for Hong Kong.	No. for Malta.
M.70447	113	80	2 MRJ $\frac{3}{4}$ " C	Main rammer lateral rollers.	20	20
M.70447	118	160	2 LRJ $1\frac{3}{8}$ " C	Main rammer vertical rollers.	20	20
M.70448	37	32	2 LJ $\frac{5}{8}$ " T ...	Main rammer cross-head rollers.	40	40
M.70495	677	480	2 LJ $\frac{5}{8}$ " T ...	Shell ring-shell retaining gear.		
M.66232	61	220	7 LJ $\frac{7}{8}$ " C ...	Lifting bar guide (short hoists).		
M.66232	61	324	7 LJ $\frac{7}{8}$ " C ...	Lifting bar guide (long hoists).	100	100
M.66234	117	24	7 LJ $\frac{7}{8}$ " C ...	Crosshead guide bottom scuttle.		
M.66037	1383	4	7 LJ $\frac{7}{8}$ " C ...	Shell ring-governor cam roller.		
M.66190	46	144	7 LJ $\frac{7}{8}$ " C ...	Lifting bar guide, transporter hoist.	20	20
M.66190	55	128	5 LNJ 1" C	Lifting bar guide, transporter hoist.		
M.70505	59	128	5 LJ 15 T ...	Cordite, cage rollers ...	20	20
M.66130	1010	8	4 MJ 1" C ...	Shell Bogie ...	20	20
M.66130	1009	16	3 LJ $1\frac{1}{8}$ " C...	Shell Bogie ...	20	20
M.66130	1015	32	3 KLNJ $\frac{1}{2}$ " T	Shell Bogie ...	20	20
M.66130	1053	8	7 KLNJ 1" T	Shell Bogie ...	20	20

*Notes.*

(a) "C" signifies "Case-hardened outer races."

"T" signifies "Toughened outer races."

(b) The prefix "K" means "unnotched."

All bearings are notchless, except LNJ.1.

Type LNJ may be either with or without cage, and this type is the only one which needs the prefix "K" when notchless.

(c) All bearings are fitted with cages except LNJ.1.

7. A central reserve of these special bearings has been established at Portsmouth and requisitions for replacements should be forwarded to that yard.

8. *Portsmouth Yard only.*—When 75 per cent. of any type of special bearing has been expended, tenders for replace bearings should be called for from the following firms :—

Messrs. Ransome & Marles, Ltd.,  
Newark-on-Trent.

Messrs. Hoffman Ball Bearing Co., Ltd.,  
Chelmsford.

Messrs. Auto Machinery Co., Ltd.,  
Hood Street, Coventry.

Messrs. Skefko Ball Bearing Co., Ltd.,  
Luton.

9. Attention is directed to A.F.O. 1234/33 in connection with the purchase of all and roller bearings.

(A.F.O. 1234/33.)

### 1818.—Primers, Percussion, No. 9 and No. 10, Fired— Cleaning prior to Repair and Refilling

(A.S./G. 4/32.—3.8.1933.)

It has been approved to repair and refill fired primers, percussion, No. 9 and No. 10, which can be economically repaired.

2. In order to facilitate the work of cleaning, arrangements should be made on board H.M. ships for fired primers, on removal from cartridges, to be given a preliminary cleaning immediately after firing, as is done with cartridge cases.

3. The attention of Commanding Officers of H.M. ships is also drawn to the necessity for exercising care in the removal of the primer from the case, to avoid damage to the key slots of the primer.

4. *Naval Armament Depôts only.*—Arrangements should be made at R.N. Armament Depôts for all fired primers, percussion, No. 9 and No. 10, before being sent to Woolwich for repair and refilling, to be thoroughly cleaned and to ensure that the magazines are loose in the bodies.

### 1821.—Torpedoes, 18 in., VIII\*, F.A.A. Type—Fitment of New Pattern Air Lever

(A.S. 1952/33.—3.8.1933.)

It has been approved to fit an improved type of air lever to all 18 in., Mark VIII\*, F.A.A.—F.A.A.3 torpedoes.

2. These levers will be fitted by R.N. Torpedo Depôts as the torpedoes pass through workshop for overhaul.

### 1824.—Torpedoes and Stores—Bars, Launching-in Torpedoes. St. Nos. T.260B and T.260C—Introduction

(A.S. 3266/33.—3.8.1933.)

Consequent on a modification being made to the torpedo tubes in H.M.S. "Swordfish" and later classes of submarines, a modified launching-in bar for torpedoes has been introduced.

2. This bar will be known as—

#### *Section II.*

Bars for launching-in torpedoes St. No. T.260B, and will be issued to submarines of "Swordfish" and later classes equipped with hand loading gear in the same proportion as the existing bars, St. No. T.260A.

3. Bars, St. No. T.260B, differ from bars, St. No. T.260A, in that the launching-in eye has been replaced by a "fairlead," the launching-in wire passing through the "fairlead" and shackling on to an additional eye which has been fitted 2 in. above the present withdrawing eye.

4. A few bars have been modified and issued to sea which have not been fitted with the additional eye. In using these bars the launching-in wire passes through the "fairlead" and shackles on to the same eye as the withdrawing wire.

5. Submarines holding the bars as described in paragraph 4 above will have them exchanged for the correct type of bar in due course (*see* paragraph 7).

6. Bars St. No. T.260B are suitable for use in all submarines with hand loading, but bars, St. No. T.260A or St. No. T.260C (*see* paragraph 8), will continue to be issued to submarines earlier than "Swordfish" class.

7. Submarines requiring to be outfitted with bars, St. No. T.260B, will be notified by Torpedo Engineer Officer, Portsmouth, when they become available. Exchanges can then be effected as convenient.

8. A further type of launching-in bar has also been introduced, viz.:—  
*Section II.*

Bars for launching in torpedoes, St. No. T.260C.

9. Bars, St. No. T.260C, are in all respects similar to the existing bars, St. No. T.260A, except that the launching-in eye has been raised 4 in. and, together with the withdrawing-eye, has been enlarged.

10. This modification makes the bars suitable for use by vessels armed with 21 in., Mark IX torpedoes but does not affect any purpose for which bars, St. No. T.260A, were originally supplied, viz., for Submarines "X.I," "Odin," "Parthian" and "Rainbow" classes of submarines.

11. Torpedo store accounts are to be amended as necessary.

**1827.**—*Issued Confidentially.*

**1828.—Tubes, Percussion, Impulse, Torpedo, Mark III, Lot No. 9  
—Withdrawal**

(A.S./T. 1720/33.—3.8.1933.)

Tubes, percussion, impulse, torpedo, Mark III, of lot No. 9, on board H.M. ships are to be landed at the nearest Naval Armament Dépôt.

2. Tubes of this lot landed, also any already in store at Naval Armament Dépôts, are to be retained in store pending further instructions.

**1935.—Guns, 3 in.—Davits—REPORTS**

*"Duncan," "Kempfenfelt," Destroyers of "D" and "C" Classes, Dockyards at Home and Malta*

(G. 3799/33.—17.8.1933.)

**1936.—Gun Mountings, 4.7 in., C.P. XIV—Modification to  
Stops of Loading Tray**

*Leaders, Destroyers, Gunnery Schools, Dockyards*

(G. 2692/33.—17.8.1933.)

In order to minimise damage to cartridge cases on ejection during rapid fire, it has been decided to modify the rear stops of the loading tray on 4.7 in., C.P. XIV mountings, as shown on E.F.O. 71/33.

2. The work on mountings in ships and gunnery schools is to be carried out by ship and dépôt staffs. Mountings in Yards are to be modified at the earliest opportunity.

**1942.—Bow and Steaming Lights—Dimming Arrangements**

*"Oberon," "Odin," "Parthian" and "Rainbow" Class Submarines and  
"Thames"*

(N.S. 4688/33.—17.8.1933.)

Dimming arrangements for bow and steaming lights are not now required in submarines, and the tapped filament lamps and the adaptors, Pattern 8676, are to be dispensed with, when replacement of these lamps becomes necessary in submarines so fitted.

2. The tapped filament lamps are to be replaced by lamps, Pattern 7146, and lampholders, Pattern 7991A. It is pointed out that the dimmers used in connection with the tapped filament lamps could be dispensed with, but these are to remain in position on board in order to avoid rewiring the existing circuits, until necessary, in accordance with the instructions contained in paragraph 4 of this Order.

3. The following slight alterations to the present connections to the dimmers and fittings will, however, be required to be carried out by ship's or depôt ship's staff, to permit of the lamps, Pattern 7146, and existing wiring being used:—

- (a) The present cable connection to the terminal marked "H" in each dimmer unit is to be transferred to the positive terminal block in its respective unit, and the cable connection to the terminal marked "L" is to be disconnected in each instance and suitably insulated.
- (b) Three cores of the existing five-core cable entering the bow and steaming light fittings are to be connected to the earthing terminals provided in the fittings, and the bottom portion of the lampholders is to be drilled to allow of these connections being made.

The remaining cores are to be connected to the lampholder.

The insulation is to be removed from the three cores referred to above before passing the conductors through the lampholders to the earthing connections, thus allowing of small diameter holes only being drilled in the lampholders.

The lampholders, after being fitted in position and connected as necessary, are to be sealed by means of compound run into the base of the fittings to a height slightly above the holes drilled in the lampholders for accommodating the earthing conductors.

- (c) A label plate, engraved or stamped as follows, is to be fixed to the dimmers:—

**"DIMMING RESISTANCE NOT TO BE USED."**

4. The dimmers are to remain in position on board until the circuits require rewiring or until the next major refit.

5. When it becomes necessary for these circuits to be entered on a Defect List for rewiring, and the work is taken in hand, the dimmers are to be removed and returned to store, and the circuits simplified by replacing the cable, Pattern 7150 (5-core), by cable, Pattern 7149A (3-core), between the bow and steaming light fittings and the external junction box.

6. Either single or twin core cables are also to be used between the switches for these fittings and the internal junction box, whichever type cable is considered to provide the better wiring arrangement in respect to the local conditions of the apparatus on board.

### 1943.—Projectors, Signalling, 10 in.—Earthing

(D. 7612/33.—17.8.1933.)

Attention is drawn to the danger of electric shock to the operator of 10 in. signalling projectors, if the latter be not efficiently earthed to the ship's structure.

2. In all vessels building, and existing vessels where 10 in. signalling projectors have not been provided with earthing arrangements, the projector is to be wired with cable, Pattern 5671A, the third core being connected to suitable connections provided on the swivel bracket of the projector and in the switch, or, in the case of submarines, in the plug.

3. The work is to be carried out by the shipbuilders in vessels building and by the ship's staff in all existing vessels.

4. It is not intended, however, to replace the original Pattern 9617A or 9617s where this has already been supplied, but the revised pattern should be used in future or where existing cable is defective.

(A.F.O. 90/34 is cancelled.)

**1987.—Rangefinder, 3-Metre, F.Q.22, on M.T.27 Mounting—  
Modification to Range-setting Knob on S.L.8 Height  
Attachment**

*"Bideford," "Rochester" and later Sloops*

(G. 0262/33.—24.8.1933.)

It has been ascertained that a slight modification to the range-setting knob on the S.L.8 height attachment on the above rangefinders is desirable in order to facilitate the setting of range, and to clear the knob from the mounting at low elevations.

2. The modification shown in E.F.O. 76/33 (1) and (2) should be effected by the ships' staffs of the vessels concerned.

3. A report should be forwarded through the Administrative Authority when the work has been completed.

**1988.—Cartridges, S.A., Ball, .303 in., Mark VII, of all makes,  
Manufactured prior to 8.4.26—Early Expenditure**

(A.S./G. 3570/33.—24.8.1933.)

Cartridges, S.A., ball, .303 in., Mark VII, of Kynoch's make, manufactured prior to 8th April, 1926, having been found with split necks either before or after firing, ammunition of this description of this and all other makes, manufactured prior to 8th April, 1926, in store and on board ships, is to be earmarked for early expenditure at practice firings, after elimination of rounds with split cases.

2. The ammunition in question is serviceable in all respects for practice firings apart from the known liability of the cases to split at the neck after firing. This does not involve any risk of injury.

(A.F.O. 2186/33.)

**1994.—W/T—Standard Procedure in Great Britain for the  
Display of Lights on Masts at W/T Stations**

(S.D. 632/33.—24.8.1933.)

The standard procedure for the display of lights on W/T masts is to be as follows:—

(a) All lights to be switched on or lighted at sunset and to remain burning for three hours.

(b) If lights are required for a longer period, a request will be sent to the authority concerned. This request will state between what hours the lights are to be lit.

(c) In the event of fog or bad visibility during daylight, the lights to be switched on or lit by the personnel operating the lights without any request from the Royal Air Force.

2. In bad visibility, the lights are to be switched on whenever the top of the masts or trees at a distance of 600 yds. are invisible.

3. When the lighting installation has been brought into operation at Cleethorpes W/T station the lighting of the mast is to be restricted to the period from 16th March to 31st October in each year.

**2002.—Bottom Plating—Scaling**

*H.M. Ships and Dockyards concerned*

(D. 7276/33.—24.8.1933.)

The bottom plating of H.M.S. "Revenge" has recently been scaled and scraped down to bare steel before being recoated. This work has had beneficial effects on the speed of the vessel besides arresting corrosion on the bottom.

2. Special attention is to be given to the condition of the bottom plating of all vessels in hand for large repair, any necessary scaling being carried out before recoating.

(C13735)



**2030.—Gun Mountings—Mixture for use in Intensifiers**

(G. 3868/33.—31.8.1933.)

It has been found that, while the mixture authorised for use in the intensifier systems of gun machinery is generally satisfactory in temperate climates, it has not proved entirely satisfactory in warm climates.

The proportion of soft soap, Grade I, may be increased to bring the mixture to the necessary consistency, but, owing to its tendency to harden the leathers, soft soap should never be used alone.

**2032.—Issued Confidentially.****2033.—Torpedoes—Ribbon Strops for Loading and Transporting**

(T. 1871/33.—31.8.1933.)

Ribbon strops for loading and transporting 21 in. torpedoes are in future to be manufactured to Portsmouth drawing M.C.D. 010277, dated 8.6.33 (E.F.O. 77/33), and all previous designs of strops for 21 in. torpedoes are cancelled.

2. Replacements to the new design will only take place when the previous designs become worn out.

3. The new design of strop will be supplied to ships of new construction.

**2034.—Torpedo Tubes—Responsibility for Care and Maintenance**

(T. 2402/33.—31.8.1933.)

Two instances have recently occurred in new ships at sea, where it appeared that ships' officers were under the impression that routine tests had been carried out by the experimental party from H.M.S. "Vernon" at discharge trials, and that future tests could therefore be taken to date from these trials.

2. Attention is drawn to the fact that no routine tests are ever carried out by H.M.S. "Vernon's" party during discharge trials, nor is any care and maintenance of the tubes done by them.

3. The presence of H.M.S. "Vernon's" party, and the trials carried out by them, do not relieve the ships' officers and tubes' crews of their responsibility for care and maintenance and for carrying out the routine tests as laid down.

**2039.—W/T—Types 37 and 37S—Interference to Reception—REPORTS**

(S.D. 603/33.—31.8.1933.)

Reports from sea have indicated that interference to W/T reception is sometimes experienced when using the Type 37 set, owing to local noises.

2. This interference can be traced, in most instances, to the A.C. generators, and is likely to be more pronounced with older pattern slip-ring machines than with the later inductor type.

3. Considerations of economy will not admit of a general modification, but ships in which the interference is considered serious are to demand and fit switch, magnetic, Pattern 6413, in the lead connecting the filaments to the aerial coil, the wiring being so arranged that this switch is operated (in parallel with the operating switch) by the Morse key, E.F.O. 78/33 (1-3).

4. This Order is to be quoted as authority for such demand.

5. The establishment will be amended in due course.

6. Ships taking action in accordance with this Order are to report the fact in their next periodical report on signalling equipment, stating the pattern and serial numbers of the alternators fitted and also whether a complete cure has been effected.

**2041.—Portable Rails around Hatches***H.M. Ships and Dockyards*

(D. 10465/33.—31.8.1933.)

Portable rails placed around hatches are frequently fitted with pins in the tongues for purposes of security.

It is known, however, that when it has been necessary to remove them for any reason, the rails have been replaced without the pin having subsequently been put back in its proper position. This practice is likely to endanger the safety of persons using, or working in the vicinity of the hatchway.

The attention of all concerned is to be drawn to the necessity of inserting the pin directly the rail is replaced.

**2064.—Fuzes, D.A., No. 131—Care in Handling and Inspection for Damage**

(G. 4198/33.—7.9.1933.)

In order to obtain the extreme sensitiveness required in the No. 131, D.A. fuze, used in 2-pdr., H.E. shell, the aluminium pressure plate carrying the needle has to be very thin. Damage to this pressure plate will weaken it and increase the sensitiveness of the fuze to such an extent that prematures may occur in flight, through the plate being forced in by air pressure. The safety arrangements of the fuze should prevent any such prematures taking place in the bore of the gun.

2. The pressure plates of fuzes are therefore to be examined before firing and if any are found damaged, the complete round is to be returned to a Naval armament dépôt quoting this Order.

**2144.—Blowing Heads—Modification to 21 in., Marks II-V**

(T. 2161/33.—14.9.1933.)

Failures of blowing heads have occurred with 21 in., Mark V torpedoes due to the falling off in speed of the torpedo at the end of the run.

2. This falling off in speed is such that the actual speed of the torpedo is below its supporting speed with the result that the torpedo gradually planes to the bottom.

3. At the same time, this speed is sufficient to keep aft the large water flap of the blowing head, so preventing the head blowing until the torpedo strikes the bottom.

4. It has therefore been decided to fit additional springs and gear as shown in E.F.O. 72/33 to all 21 in., Marks II-V blowing heads in order to raise the blowing speed.

5. The gear used in this modification is identical with that already fitted in 24½ in., Mark I and 21 in., Mark VII blowing heads, except that (a) lighter springs are fitted to give a blowing speed of 18 knots, and (b) the bridge piece is fitted close to the anchor bracket (as in the 24½ in., Mark I gear), and therefore no distance washer is required.

6. This modification will be carried out in torpedo depôts, and ships and vessels concerned are to return the blowing heads on board to store for modification when it has been ascertained from the local Torpedo Engineer Officer that modified heads are available for issue in lieu.

7. Priority will be given to the modification of blowing heads allocated to vessels armed with 21 in., IV-V torpedoes.

**2146.—Submarine Torpedo Gyroscopes—Trial of Anti-rusting Coating—REPORTS**

(T. 1826/33.—14.9.1933.)

Trials, which have been carried out in the 1st Submarine Flotilla, confirm the suitability of "Salt Water Resisting Varnish" manufactured by John Murray & Sons, for the prevention of rusting on the non-working steel parts of gyroscopes in torpedoes of submarines.

2. A purchase of forty 1½-pint tins is being arranged for distribution as follows :—

<i>Yard.</i>	<i>Quantity.</i>			<i>Tins.</i>			<i>Distribution.</i>
Portsmouth ...	...	...	...	16	...	...	4 Fort Blockhouse. 4 "Titania." 2 "Alecto." 6 for stock.
Devonport ...	...	...	...	6	...	...	4 "Lucia." 2 for stock.
Malta ...	...	...	...	12	...	...	4 "Resource." 4 "Cyclops." 4 for stock.
Hong Kong ...	...	...	...	6	...	...	4 "Medway." 2 for stock.

3. The material should be brought into use but considered as still under trial, and general reports forwarded through the Administrative Authority in 18 months' to two years' time after receipt of supply.

4. The varnish is to be applied as follows :—

- (a) Strip down the gyroscope as far as is necessary to make all non-working steel parts accessible.
- (b) See that the surfaces to be varnished are clean and free from oil.
- (c) Apply the varnish to all non-working steel surfaces with a small camel-hair brush, taking care that a smooth even surface is obtained.
- (d) Put the parts aside to dry for 24 hours, keeping them free from dust and dirt.
- (e) The following parts are not to be varnished :—
  - (i) Ball cups and centres.
  - (ii) Inner surfaces of the gymbals.
  - (iii) Vertical spindle of the release cam.
  - (iv) Under surface of the buffer arm.
  - (v) Main driving spring.

The varnish should be applied sparingly in the angling ratchet and spring catches, since it is liable to gum them up.

(f) When the varnish is hard and dry, re-assemble and adjust the gyroscope.

5. The varnish will not be added to the Authorised List of Naval Stores at present.

## 2148.—Binnacles, Pattern Nos. 194 and 196—Improvement to Lighting

(C.D. 61/33.—14.9.1933.)

All new and reconditioned binnacles of the above types will in future be modified to embody an improved form of artificial lighting.

In the new arrangements the binnacle will be fitted with a lamp dimmer operated on the after side of the binnacle and the lamp circuit will be supplied from the L.P. mains.

2. Ships drawing binnacles, Pattern Nos. 194 or 196, fitted with dimmers are to replace the existing H.P. supply by a connection to the L.P. system, the necessary work being carried out by the ship's staff.

3. Lamps, 22 volts, 10 watts, Pattern 9897, are to be used in binnacles fitted with dimmers.

4. Binnacles with dimmers will be issued as replacements in the ordinary way and are not to be specially demanded.

## 2149.—Signal and Remote Control Communications

*Capital Ships fitted as Flagships*

(S.D. 512/33.—14.9.1933.)

Although in theory all capital ships are fitted as flagships, a considerable amount of work on signal and remote control communications is necessary to convert a capital ship for actual work as flagship.

2. Their Lordships have, therefore, decided that certain ships shall be earmarked as fleet and squadron flagships or spare flagships, and that the remainder shall not be considered as possible flagships.

3. The earmarking of certain ships as spare flagships is not intended to entail any extra work being carried out until there is a definite prospect of employment as flagships for a long period.

4. The ships referred to in paragraph 7 below are, however, to be fitted when in hand for large repair, with signal and remote control communication as for flagships, including communications to the cabins shown; the remaining capital ships are not to be so fitted.

5. In ships already fitted and in commission as flagships, the cabins now occupied by the Fleet (or Squadron), Signal and Wireless Officers, are to be permanently appropriated as such.

6. In the remaining ships referred to in paragraph 7, where cabins are not already appropriated and communications fitted, an item should be included in the next list of Alterations and Additions, under Classification C, to cover the necessary work, quoting this Order as authority.

7. The following ships are approved to be fitted with the necessary signal and remote control communications for flagships and cabins appropriated as shown :—

*As Fleet Flagships.*

"Nelson" ...	...	...	{ Cabins appropriated to— Fleet Signal Officer. Fleet Wireless Officer. Flag Lieutenant.
"Queen Elizabeth"	...	...	
"Warspite" ...	...	...	

*As Battleship Squadron Flagships.*

"Rodney" ...	...	...	{ Cabins appropriated to— Squadron Signal Officer. Squadron Wireless Officer. Flag Lieutenant.
"Revenge"	...	...	
"Resolution"	...	...	
"Barham" ...	...	...	

*As Battle Cruiser Squadron Flagships.*

"Hood" ...	...	...	{ Cabins appropriated to— Squadron Signal Officer (Flag Lieutenant). Squadron Wireless Officer.
"Renown"	...	...	

8. The following ships will not be fitted with flagship's signal and remote control communications :—

"Malaya."	"Royal Sovereign."	"Repulse."
"Valiant."	"Royal Oak."	
	"Ramillies."	

9. Attention is directed to Article 624 (2), King's Regulations and Admiralty Instructions.

## 2179.—Director Firing Gear—Modification to Deflection Setting Handwheel in R.E. and D. Unit

*"Leander" and "Achilles"*

(G. 4344/33.—21.9.1933.)

It has been found that the deflection setting handwheel in the "R" to "E" unit of the above-mentioned ships will revolve due to the weight of the knob.

2. This defect can be remedied by fitting a balance weight on the side of the handwheel remote from the knob.

3. The ship's staff should make and fit the balance weight where necessary.

## 2180.—Director Firing Gear—Spares and Replace Parts

*All Ships and Establishments*

(G. 3771/33.—21.9.1933.)

When spare or replace parts of director firing gear are required for H.M. ships, defect lists should be sent direct to the Manager, Engineering Department, H.M. Dockyard, Portsmouth, and not to the Naval Store Officer.

(C13735)

2. The attention of ships' officers is drawn to the necessity for compliance with this Order to avoid unnecessary correspondence at the Admiralty and delay in meeting demands.

### **2182.—Gun Mountings, Transferable—Lamps for Loading Lights—REPORTS**

(G. 4173/33.—21.9.1933.)

In order to secure uniformity in the type and power of the electric lamps used for loading lights of transferable gun mountings, it has been decided that Pattern No. 629A, 1.5 candle-power lamp is to be used in future.

2. The position of the lamp has an important bearing in obtaining the maximum amount of light to reach both the lock and the breech face of the gun when using the conical type of shade placed vertically.

3. This point appears to be to the right of the axis of the bore in a line with the carrier hinge pin or similar position with other types of mechanism, at the same height as the top of the breech ring and about 9-12 ins. in the rear of it and clear of the recoil. A polished or white-washed breech face considerably aids the illumination.

4. Reports are to be forwarded, through the Administrative Authorities, after the next series of night firings, stating whether adequate "illumination" has been obtained, observing that certain preliminary trials have proved Pattern 629A lamp to be satisfactory.

### **2183.—Gun Mountings, 4 in., H.A., Marks III, III\*, and IV—Types of Lubricators to be fitted to Training Base and Cradle**

(G. 4292/33.—21.9.1933.)

4 in., H.A., IV, gun mountings now under manufacture are being equipped with the following types of lubricators for the services indicated:—

Training base—Admiralty Pattern 4141. (Rotherham type L.5, revolving lid.)

Cradle—Admiralty Pattern 4159. (Stauffer type E.4, iron shank.)

2. The above types of lubricator should also be fitted to the training base and cradle respectively of existing 4 in., H.A., III, III\* and IV, gun mountings if and when it becomes necessary to replace the Rotherham type N with spring lid, at present fitted both to the training base and cradle.

### **2184.—Gun Mountings, 8 in., II and II\*—Increased Clearances for Cordite Cages**

*"Dorsetshire" Class, "York" and "Exeter"*

(G. 0175/33.—21.9.1933.)

### **2186.—Cartridges, S.A., .303 in., Ball, Mark VII, of 1923 Manufacture**

(A.S./G. 6162/32.—21.9.1933.)

Cartridges of the above-mentioned description, which were withdrawn from H.M. ships, are no longer subject to any special restriction and are suitable for re-issue to H.M. ships and services. Arrangements are to be made accordingly, priority in expenditure being given to this ammunition during annual practices.

(A.F.O. 1988/33.)

**2189.—Submarine Signal Ejectors—Modifications***Submarines and Dockyards*

(T. 0346/33.—21.9.1933.)

When refitting submarine signal ejectors, the existing steel pipes connecting the  $\frac{3}{4}$  in. air firing and drain valves and  $\frac{3}{8}$  in. air release valve to the ejector are to be replaced by fittings of copper, or other nonferrous material.

2. A phosphor bronze spring is also to be fitted in the  $\frac{3}{8}$  in. air release valve box in place of the existing steel spring, the base plug of the box being modified to take the spring as shown in E.F.O. 111/33.

3. The springs are to be drawn from the stocks to be maintained in accordance with C.A.F.O. 1228/33, or, if not available, from Portsmouth Dockyard.

4. The work involved in carrying out the replacements referred to in paragraphs 1 and 2 is to be dealt with under the Repair Heading.

(C.A.F.O. 1228/33.)

**2190.—Electrical Apparatus and Fittings in H.M. Ships—Types of Enclosure**

(D.E.E./T. 469/33.—21.9.1933.)

The following decisions respecting the types of enclosures generally used for electrical apparatus and fittings for H.M. ships are promulgated for general information and guidance.

The types may be classified under two main headings:—(1) enclosed and (2) not enclosed. In the enclosed types particular requirements as to watertightness, suitability for working in explosive gases and so on, may be demanded, and in the non-enclosed types the requirements will vary as to the degree of mechanical protection necessary. Sub-divisions of the two main types are therefore necessary, and the classification shown below has been adopted to enable requirements to be precisely determined.

*(1) Enclosed types*

- (a) *Admiralty standard enclosure.*—The frame or casing is closed (but not necessarily made airtight), except for the provision of openings which may be connected to inlet and outlet ventilation ducts or cowls.

*Note.*—By blanking the openings this type would meet the requirements of the totally enclosed type.

- (b) *Totally enclosed.*—The frame or casing is closed so that the internal air has no connection with the external air (but not necessarily airtight), no openings being provided for ventilation purposes.

- (c) *Watertight to 1.5 lbs./sq. in.*—The casing will withstand without damage or sign of leakage an external water pressure of 1.5 lbs. per sq. in. applied for a period of one hour.

- (d) *Watertight to 15 lbs./sq. in.*—As for (c), but with the pressure increased to 15 lbs. per sq. in. applied for a period of two hours.

- (e) *Watertight to 300 lbs./sq. in.*—As for (c), but with the pressure increased to 300 lbs. per sq. in. applied for a period of two hours.

(c), (d) and (e) are referred to afloat as “weatherproof,” “watertight,” and “pressure tight” respectively, and wherever these terms are used on drawings they should be taken as referring to the types described above.

*Special requirements which may be applicable to the above five types*

*Flameproof.*—The casing will withstand without injury under any conditions of operation within the rating of the apparatus (and recognised overloads associated therewith, if any) any internal explosion that may occur in practice, and the casing will prevent the transmission of flame such as will ignite any inflammable gases or particles which may be in the surrounding atmosphere.

(2) *Types not enclosed*

- (a) *Open type*.—There is no enclosing case or guard. No mechanical protection is provided and there is no restriction on ventilation, other than that necessitated by good mechanical construction.
- (b) *Protected type*.—Guards are provided to protect the internal moving parts and live parts from accidental or careless contact, but without materially obstructing the ventilation.
- (c) *Screen protected*.—All ventilation openings are closed by wire screens, expanded metal or other suitable perforated covers having apertures not exceeding  $\frac{1}{8}$  sq. in. in area and not less than  $\frac{1}{16}$  sq. in. in area.

*Special requirements which may be applicable to Protected and Screen Protected types*

*Drip-proof*.—The openings in the casing are so protected as to exclude water and dirt falling at any angle up to 45 degrees each side of the vertical.

*Application of the various types*

*Admiralty standard enclosed type*.—Apparatus and fittings where complete enclosure or pipe ventilation is required. The openings may be blanked off or may be fitted with cowls or ventilation ducts, with or without screens or with removable filter grids on the inlet side.

*Totally enclosed type*.—Apparatus and fittings where the Admiralty standard enclosed type would be undesirable or inappropriate and where it is necessary to exclude from the apparatus all dirt and foreign bodies.

*Watertight to 1.5 lbs./sq. in.*—Apparatus and fittings which are required to continue in operation if exposed to the weather or occasionally immersed to a depth of not more than 3 ft.

*Watertight to 15 lbs./sq. in.*—Apparatus and fittings which are required to continue in operation if submerged under a considerable head up to 30 ft.

Important apparatus and fittings, such as those directly connected to the ring main would be of this type although the depth of immersion may not exceed 3 ft.

*Watertight to 300 lbs./sq. in.*—External fittings of submarines.

*Flameproof type*.—Apparatus which is required to operate in explosive mixtures of gases and to withstand the effects of an internal explosion.

*Open and protected types*.—Apparatus for which enclosure or screen protection are not necessary.

*Screen protected type*.—Apparatus from which it is desired to exclude vermin and foreign bodies

*Drip-proof type*.—Apparatus which it is desirable to protect against falling dirt and moisture. The protection is not suitable for the exclusion of wind-driven rain or spray.

*Note*.—Where the casings are required to be flameproof, or drip-proof, the description will be amplified by the addition of the appropriate term, such as watertight to 1.5 lbs., flameproof; totally enclosed, flameproof; protected, drip-proof; screen protected, drip-proof.

The watertight, flameproof and drip-proof types will be subjected to tests for compliance with the specified conditions.

The classifications mentioned above will be embodied in the next revision of the relevant standard specifications headed "Standard Electrical and other Tests applicable to all Electrical Machinery and Apparatus for use on board H.M. Ships," "Specification for Direct Current Dynamos and Motors for use on board H.M. Ships," and "Specification for Control Gear for Dynamos and Motors for use on board H.M. Ships."

**2191.—H.P. Air Compressors, Brotherhood Type, W.8 and Y.6.***H.M. Ships concerned*

(T. 1805/33.—21.9.1933.)

It has been found that there is a tendency for the 3rd stage delivery valve seats of the W.8 type, and the 2nd stage delivery valve seats of the Y.6 type H.P. air compressors of Messrs. Brotherhood's manufacture to wear oval, apparently due to the direction of flow of the air forcing the valve on one side. Simple modifications for overcoming this defect are indicated in E.F.O. 84/33 (1-2) for the W.8 and Y.6 type machines.

2. Where the modifications are found necessary, the work is to be carried out by ship's staffs.

**2192.—Fitted Empty Primer Tins—Stowage**

(T. 2193/33.—21.9.1933.)

The question of stowage of empty primer tins which in some ships are kept ready fitted with a detonator for use in an emergency has been under consideration.

2. Whilst there is no objection to empty primer tins fitted with detonators being stowed in the detonator locker provided there is sufficient room, they should not be kept in any unauthorised stowage.

3. The keeping of empty primer tins fitted with detonators on board ship is not considered to be essential and, where there is insufficient room for them in the detonator lockers, the practice is to be discontinued.

4. These decisions do not affect the provisions of C.A.F.O. 1255/32.

*(C.A.F.O. 1255/32.)***2197.—W/T, Type 47—Removal of D.C. Generator, Pattern 7506, and Associated Apparatus**

(N.S. 8848/33.—21.9.1933.)

**2200.—Tanks—Testing by Air Pressure***H.M. Submarines*

(D. 5689/33.—21.9.1933.)

An instance occurred in which the main tank structure of a submarine was damaged as a result of the use of H.P. air for testing the tank, the air being passed through the L.P. line and the relief valve on the latter being closed.

2. H.P. air is not to be used for testing tanks in submarines.

3. If, after temporary repairs, it is desired to test a tank for tightness by the ship's staff, this can be done by building up a pressure with the L.P. blowers.

**2201.—Tanks—Test***H.M. Submarines*

(D. 5470/33.—21.9.1933.)

An instance occurred, during testing of "O" compensating tanks in a "Rainbow" class submarine, where the sudden development of a leak caused a rise in pressure in the adjacent oil fuel tanks which were full at the time of the test, and in consequence the structure of these tanks was damaged.

2. In future when an external tank of a submarine is being tested and the approved test is higher than that of the adjacent external tanks, the latter should be emptied and opened up before the test, to avoid excessive pressures being brought on these tanks and to permit of a complete examination of the tank under test.



## 2203.—Welding and Burning Operations in H.M. Ships— Precautions

(D. 5664/33.—21.9.1933.)

An instance occurred in which electric welding operations on a pipe *in situ* on one of H.M. ships caused a fire inside the pipe, resulting in considerable smoke and local heating of the pipe several feet away from the spot where welding was being carried out.

2. No welding or burning operations are to be carried out on any pipe in place without the sanction of a responsible officer being first obtained, and the operation should not be carried out until it has been ascertained—

(a) That the pipe does not pass through spaces containing inflammable materials; and

(b) That the pipe does not contain, or is not likely to contain, any trace of combustible material for a length of at least 6 ft. from the weld.

3. Pipes which are fitted as drains for water are not necessarily to be assumed to be free from combustible matter, as in certain compartments, where oil can accumulate, this is carried away by the drain water and in time forms a combustible film on the inside of the pipe.

4. In deciding on the necessity for dismantling a pipe, before welding, the source of the drain is to be traced in order to ascertain whether the pipe is likely to contain any oily deposit.

5. Where the conditions are doubtful the pipe should be taken down before welding.

6. Welding in place is to be entirely prohibited on pipes any portion of which pass through compartments containing explosives.

## 2370.—*Issued Confidentially.*

### 2377.—Torpedo Tubes—Modification

*“Oberon,” “Odin,” “Parthian” and “Rainbow” Classes and Dockyards concerned*

(T. 3959/32.—28.9.1933.)

Trials have been carried out in “Regulus” with special charging and discharging nozzles, which enable torpedoes to be charged, topped up with H.P. air, or discharged without unloading from the tubes.

2. In view of the satisfactory results obtained, approval has been given to supply similar nozzles for the bow lower torpedo tubes in the “Oberon,” “Odin,” “Parthian,” and “Rainbow” classes, and to modify these tubes as necessary.

3. Drawings of the modifications required to the torpedo tubes are to be forwarded by Portsmouth Dockyard to Malta and Hong Kong for guidance in carrying out the alterations.

4. The dockyard work is classified “C” and is to be undertaken at the next major refits of the submarines concerned.

## 2420.—Rangefinders, F.Q.2—Sponge-rubber Facepieces— REPORTS

*Home, Mediterranean, China, America and West Indies, East Indies, Africa Stations, and Portsmouth Yard*

(G./N.S. 6537/33.—5.10.1933.)

Purchase of 50 sponge-rubber facepieces for F.Q.2 rangefinders has been arranged on C.P. 12678/32/F.278 of 6.7.33. Each pad will be supplied complete with screws and two focussing levers to enable the eyepieces to be adjusted without the operator having to move his head. *The facepieces are intended for use with or without gasmasks.*

2. The facepieces will be delivered to Portsmouth Yard for distribution as follows:—

Commander-in-Chief, Home Fleet ...	...	...	...	...	15
„ „ Mediterranean ...	...	...	...	...	15
„ „ China ...	...	...	...	...	10
„ „ America and West Indies ...	...	...	...	...	2
„ „ East Indies... ..	...	...	...	...	4
„ „ Africa ... ..	...	...	...	...	4
					—
					50

3. Commanders-in-Chief are requested to arrange for the facepieces to be issued for trial to ships fitted with F.Q.2 rangefinders, and after 6 months' experience, for reports to be forwarded, stating whether this type of facepiece is recommended for adoption for all types of rangefinders.

4. The reports from individual ships should not be sent to the Admiralty.

### 2421.—Torpedo Stores—Points, Metal, St. No. T.1604C

(A.S. 3322/33.—5.10.1933.)

It has been approved for the use of oil tracks in blowing and collision heads to be discontinued, and consequent on this decision, there is no longer any requirement for points, metal, St. No. T.1604c.

2. Arrangements have been made for the removal of oil track fittings from points, metal, St. No. T.1604c, and no further issues of these points will be made.

3. The allowances of points, metal, T.604c, will in future be as follows:—

*For all Ships, except Repair Ships, Aircraft Carriers, Depot Ships, Destroyers and Submarines.*

1 No. for each head, blowing, collision and special practice head allowed.

*For Leaders, Destroyers, Submarines and Depot Ships.*

1 No. for each head, blowing, collision and special practice, issued, except for 18 in. "K8" blowing heads.

*For Aircraft Carriers.*

30 No. for one flight (*i.e.*, for 6 machines).

60 No. for two flights (*i.e.*, for 12 machines).

60 No. for two flights (*i.e.*, 12 machines) for H.M.S. "Glorious" only.

4. Ships' accounts are to be amended accordingly.

5. Ships and vessels concerned are to exchange points, metal, St. No. T.1604c, for points, metal, St. No. T.604c as convenient.

### 2422.—Torpedo Tubes in Submarines.—Modifications to External Depth Setting Gear

*H.M. Submarines "Oberon," "Odin," "Parthian" and "Rainbow" Classes, "Swordfish," "Sturgeon," "Starfish," "Seahorse," "Thames," and "Porpoise"*

(T. 1993/33.—5.10.1933.)

The external depth setting gear is to be modified in accordance with E.F.O. 118/33.

2. The finished washers and material for keys will be supplied by Portsmouth Dockyard, and are to be fitted by depot ships' staffs.

3. Sufficient material will be supplied to depot ships to modify the depth gears of submarines attached, plus 10 per cent. spares.

**2423.—H.C.D. Searchlight Lamps, Marks V and VI**

(T. 1950/33.—5.10.1933.)

**2424.—Gyro-compass—Care of Azimuth Motor Relay**

(C.D. 71/33.—5.10.1933.)

It has been found in ships where the azimuth motor relay (Pattern 2718) has been removed from the master compass, that a follow-up failure can occur if the relay is pushed too far home by the retaining thumb-screw. If this screw is set up with too much force the contacts carried by the moving arm will be displaced with relation to the fixed contacts C and D and so upset their mutual alignment.

2. In order to avoid the possibility of straining the relay when replacing it, it should be pushed in by hand until it is seen that the contacts are in the proper working position and do not overlap. The relay should then be held in place while the thumb-screw is screwed on to it just enough to hold it in the same position; on no account should an attempt be made to force it in further by means of the screw.

3. Attention is called to the remarks on the care and maintenance of the azimuth motor on p. 122 of the Gyro-compass Manual (1931); these remarks apply equally to the azimuth motor relay, upon the perfect working of which depends the working of the azimuth motor itself.

4. The relay, whether on the compass or in the relay box, should be inspected frequently, and every care should be taken to ensure that it is in proper adjustment and that the contacts are clean.

**2425.—Defective Machinery Parts—Retention**

(E.-in-C./D. 11798/33.—5.10.1933.)

Where defects develop in machinery parts, for the replacement of which Contractors may be held liable under their guarantees, the defective parts are to be retained and preserved pending Admiralty instructions as to their disposal.

**2480.—Director Firing Gear—Repeat “W” Type Directors, Mark IV and V—Modification to Two-speed Training Gear***“Codrington” and “Acasta” Class, “Keith” and “Beagle” Class*

(G. 4190/33.—12.10.1933.)

An instance has recently occurred where the screw “A” securing the bearing “B” (E.F.O. 117/33) in the two-speed training gear has worked loose and fouled an adjacent bevel wheel causing damage to the gear teeth.

2. In order to prevent a recurrence of this failure a grub screw as indicated in E.F.O. 117/33 should be fitted by the staffs of the ships concerned.

**2484.—Gun Mountings, 8 in., Mark I and I\*—Flash Doors for Cordite Cages***“Kent” and “London” Classes and Dockyards*

(G. 4009/33.—12.10.1933.)

In order to reduce the strains that are liable to come on the flash door operating gear and door hinges due to the tendency of the cordite cage flash doors to fly open when the speed of the hoists are checked by the cut-off, it has been approved for aluminium doors as shown on E.F.O. 114/33 to be fitted whenever existing doors are defective and replacement is considered necessary, the work being regarded as a “defect.”

2. *Dockyards*.—The necessary notation should be made against Item 5, Drawing M.66243, of “as fitted” sets of drawings for 8 in., Mark I and I\* mountings, “Kent” and “London” classes.

2486. }  
 2487. } *Issued Confidentially.*  
 2490. }

### 2491.—21 in. Broadside Submerged Torpedo Tubes—External Gyro-angling Gear

(T. 2326/33.—12.10.1933.)

In all vessels fitted with 21 in. broadside submerged torpedo tubes, the external gyro-angling gear is to be modified in accordance with E.F.O. 122/33.

2. The work is to be done by ships' staffs.

### 2492.—Torpedo Tubes, 21 in., Q.R.VI—Semi-permanent Beam Training Stops

*“Duncan” and “Defender” Class and Dockyards concerned*

(T. 2296/33.—12.10.1933.)

Semi-permanent beam training stops are to be fitted to the torpedo tubes of “Duncan” and “Defender” class. The work is to be carried out by dockyard on the next occasion of D.2 refit; the necessary drawings being obtained from Portsmouth.

### 2495.—Balanced Expansion Glands

*All H.M. Ships*

(D. 10278/33.—12.10.1933.)

A crack has recently been discovered in the bars between the ports of the high tensile bronze sleeve of a balanced expansion gland, and in view of this the following action is to be taken in all vessels provided with balanced expansion glands with sleeves of non-ferrous materials.

2. Guard plates are to be fitted where not already provided. The work of fitting is to be carried out by ship's staff, the necessary parts being provided by dockyard. A suitable item is to be included in the next defect list.

3. The sleeves of all such glands are to be withdrawn and carefully examined for cracks, especially in the region of the ports. The examination is to be supplemented by etching or by taking cores from any doubtful regions. Such cores are to be forwarded to Admiralty for metallurgical examination.

4. The examinations should be made at the first available opportunity, the work being carried out as far as practicable by ship's staff. Reports are to be rendered to the Admiralty, through the Administrative Authority, when any defects are discovered and on the conclusion of the examination of all the glands in each individual vessel.

5. When testing steam ranges to the full test pressure care should be taken that the sleeves of balanced expansion glands where made of non-ferrous material are not subjected to axial loads unless circumstances permit of the subsequent examination of these parts.

**2497.—W/T—Outbreak of Fire in W/T Offices***Submarines*

(S.D./N.L. 2138/33.—12.10.1933.)

An outbreak of fire on board a submarine fitted with Type 47 W/T set appears to have been due to faulty insulation in board 2R, controlling.

2. To reduce the risk of this occurrence in future, the following action is to be taken forthwith by all submarines fitted with Type 47, the assistance of dépôt ships being requisitioned as necessary:—

- (a) Board 2R, controlling, is to be re-wired throughout with No. 16 S.W.G.D.C.C. wire, which should be first well varnished, and then run in varnished cambric tubing.
- (b) Care should be taken that the tubing is not damaged when making the connections, and that the leads shall be so bent that there are no sharp turns.
- (c) All leads should be well secured, so that vibration cannot cause them to rub against one another or against the frame of the board, thereby damaging their insulation.
- (d) Wherever the leads abut against the metal frame, that frame should be wrapped with at least three layers of varnished cambric sheet, to which the leads should be securely lashed.

3. After re-wiring as described above, boards should prove capable of standing 1,500 volts A.C. flash-test to earth.

4. In order to carry out the action prescribed in paragraph 2, the following stores should be demanded for each submarine concerned, this Order being quoted as authority:—

- (a) No. 16 S.W.G.D.C.C. wire—50 yards.
- (b) Pattern 9853 tubing, Admiralty grade, Empire—55 yards.
- (c) Pattern 355, cloth, insulating— $\frac{1}{2}$  yard.
- (d) Pattern 1 or Pattern 22, insulating varnish—1 pint.

5. *Dockyards Concerned.*—All Pattern 8298 boards 2R, controlling, in store or received for survey should be modified in accordance with this A.F.O. before issue or re-issue.

**2498.—W/T—Shore Stations—Nomenclature of Transmitting Sets**

(S.D. 917/33.—12.10.1933.)

It is not practicable to allot separate type numbers to all shore station W/T transmitting sets, as these differ according to the duties and power supply of the various stations.

2. In future, these sets, while under design, will be given a convenient title (such as Type 5E), and after allocation to a shore station, will be described by a type number to denote the characteristics and order of power used, and a two-letter suffix to denote the station at which the set is fitted (*e.g.*, a Type 5E allocated to Malta W/T station will become Type 29MW.).

3. The type numbers allocated solely to shore station sets are as follows:—

<i>Type Number</i>	<i>Description of Set M/F and L/F</i>
Type 20.	Low power M/F set.
Type 21.	Medium power M/F set.
Type 22.	High power L/F set.
Type 23.	—————
Type 24.	Existing sets at Aden, Matara, etc.

*H/F (crystal and master-controlled)*

Type 25.	5 kw. crystal-controlled set.
Type 25X.	Existing set (obsolescent) at Stonecutters.
Type 25Y.	Existing set (obsolescent) at Malta.
Type 26.	10 kw. crystal-controlled high-speed set.
Type 27.	40 kw. crystal-controlled high-speed set.
Type 28.	

*H/F (self-oscillator)*

Type 29.	Low power set.
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4. Suffix letters will be used to denote the shore stations at which the set is fitted as follows:—

<i>Home Stations</i>				<i>Overseas Stations</i>			
Horsea	...	...	HO	North Front	...	...	NF
Cleethorpes	...	...	CL	Malta	...	...	MW
Devil's Point	...	...	DP	Aden	...	...	AD
Rosyth	...	...	RO	Matara	...	...	MA
Nore	...	...	NO	Seletar	...	...	SE
Culver Cliff	...	...	CC	Stonecutters	...	...	ST
Portland Bill	...	...	PB	Bermuda	...	...	BE

5. The sets now fitted at shore stations will, therefore, be renamed as follows:—

<i>Station</i>				<i>Sets Fitted</i>
Horsea	...	...	...	Type 26HO. (Nos. 1 and 2). Type 29HO.
Cleethorpes	...	...	...	Type 20CL. Type 22CL. Type 29CL.
Devil's Point	...	...	...	Type 20DP.
Rosyth	...	...	...	Type 34RO.
Nore	...	...	...	Type 20NO. Type 34NO. (Nos. 1 and 2).
Culver Cliff	...	...	...	Type 20CC. Type 34CC. Type 29CC.
Portland Bill	...	...	...	Type 2PB. Type 34PB.
North Front	...	...	...	Type 1NF. Type 34NF. Type 20NF. Type 24NF. Type 29NF.
Malta	...	...	...	Type 22MW. Type 35MW. Type 34MW. Type 20MW. Type 43MW. (Nos. 1, 2 and 3). Type 29MW. Type 25Y. MW. Type 26MW.
Aden	...	...	...	Type 20AD. (Nos. 1 and 2). Type 24AD. Type 29AD.
Matara	...	...	...	Type 24MA. Type 29MA. Type 71MA.
Seletar	...	...	...	Type 24SE. Type 25SE. Type 29SE. (Nos. 1, 2 and 3).
Stonecutters	...	...	...	Type 24ST. Type 25X. ST. Type 29ST. (Nos. 1 and 2).
Bermuda	...	...	...	Type 20BE. Type 26BE. Type 29BE.

2529. } Issued Confidentially.  
2530. }

### 2534.—21 in., Mark VIII Torpedoes—Modification to include 30-Knot Setting

(A.S./T. 221/33.—19.10.1933.)

Approval has been given for all 21 in. Mark VIII torpedoes to be modified to enable them to be run at 30 knots during peace practices, while still being ready to run at 40 knots in war.

2. The torpedoes will be modified as they pass through R.N. Torpedo Depôts for repair.

3. Instructions for the use of the new speed setting will be issued in due course.

### 2535.—Torpedo Tubes—Replacements of Steel Springs

*Dockyards and Vessels concerned*

(T. 2873/33.—19.10.1933.)

Copper plated steel springs fitted in connection with torpedo tubes, as they become defective, and when existing spares have been used up, are to be replaced by cadmium plated steel springs.

### 2573.—Fuzes, No. 124, Mark II, Lot 19, filled R.L., 1.29—Withdrawal and Restricted Use

(A.S. 4740/33.—26.10.1933.)

All cartridges, Q.F., 2-pdr., sub-calibre, H.A., C.N.F., filled cordite, lot R.N. 2779R, containing fuzes, No. 124, Mark II, lot 19, filled R.L., 1.29, on board H.M. ships at Home and Abroad, are to be landed at the nearest Naval Armament Depôt at the first convenient opportunity and others demanded in lieu.

2. Cartridges of this description at Naval Armament Depôts at Home and Abroad, containing fuzes, No. 124, Mark II, of lot 19, together with the cartridges landed by H.M. ships in accordance with paragraph 1, are to have the fuzes exchanged for fuzes of another lot.

3. At depôts Abroad the fuzes thus released are to be returned to England by first opportunity of free freight, and these, together with those set free at Home depôts, are to be utilised for early expenditure at Gunnery School firings.

2574. } Issued Confidentially.  
2577. }

### 2578.—Electromegaphones—Replacement by Multiphones or Voice-pipes

*“Royal Sovereign” and “Queen Elizabeth” Classes, “Repulse” and “Renown”*

(T. 2388/33.—26.10.1933.)

As difficulty is being experienced in obtaining spares for electromegaphones at reasonable cost, and as certain of these instruments require fitting with call-ups, it has been approved to replace all electromegaphones by multiphones or voice-pipes in the above ships when they come in hand for large repair.

2. Ships are to insert an item in their list of Approved Alterations and Additions, under classification “C,” to cover the work required. Voice-pipes are to be fitted in lieu of multiphones wherever—

(a) Communication by voice-pipe may be expected to be satisfactory ;

(b) the gas citadel will not be penetrated ; and

(c) the cost of fitting a voice-pipe is not expected to exceed that of a multiphone.

## 2612.—Gun Mountings, 8 in., Marks I and I\*—Leading Cables and Turrets

*“ Kent ” and “ London ” Classes*

(G. 586/30.—2.11.1933.)

Owing to the liability to failure of the cable leading-in gear fitted in 8 in., Mark I\* mountings, “ London ” class, it has been approved for the existing gear, when it becomes defective or when rewiring of the turret cables is necessary, to be replaced by a “ platform ” type of gear, in which the cables are wrapped together and work on two horizontal platforms, one secured to the revolving structure and one to the fixed structure.

2. It has also been decided, for reasons of accessibility, that, when rewiring becomes necessary, the platform type of gear is to be fitted in 8 in., Mark I mountings, “ Kent ” class, in lieu of leading the cables through the centre pivots.

3. Ships concerned are to include an item to cover the necessary work in their lists of approved alterations and additions.

4. In “ Kent ” class this item should be classified “ C,” as rewiring will probably be required when ships are taken in hand for large repairs.

5. *Yards concerned.*—The necessary drawings and instructions for guidance in fitting the platforms and assembling the cables will be issued in due course.

## 2616.—Torpedo Davits—Clearance between Guards and Cheeks of the Sheave

*“ V ” and “ W ” Class Destroyers, “ Scott ” and “ Shakespeare ” Class Leaders*

(T. 1942/33.—2.11.1933.)

Reports show that the jamming is confined to “ V ” and “ W ” class destroyers only and the older leaders.

2. The reports also indicate that more care should be exercised to bring the davit head directly over the torpedo.

3. To minimise the risk of jamming the wire in these destroyers and leaders a stronger guard should be fitted on the davit head and the clearance should be reduced to not more than  $\frac{1}{8}$  in.

4. In all running destroyers and leaders of the above classes an item for this work should be included in the defect list when the ships are next in dockyard hands.

## 2687.—Gyroscopes for Torpedoes—Allocation

(A.S. 3463/33.—9.11.1933.)

The following is the present approved allocation of gyroscopes, viz.:—

A.D. ... ..	For aircraft torpedoes.
S.R. and S.R.S. ... ..	To cruisers fitted with A.W. revolving tubes for “ outfit ” S.L. torpedoes below 21 in., Mark V (except “ Emerald ” and “ Enterprise ”).
	To leaders and destroyers outfitted with:—
	21 in., II***-II****, torpedoes.
	21 in., IV-IV*, torpedoes, not fitted with “ W ” gear.
	To cruisers prior to “ Leander ” class, leaders and destroyers for “ special practice ” S.L. torpedoes.



A.R.	...	...	...	...	To cruisers fitted with fixed A.W. tubes for "outfit" S.L. torpedoes (not for submerged tube in the case of "Effingham").
					To cruisers for "outfit" and "special practice" H.B. torpedoes.
					To submarine for "outfit" and "special practice" torpedoes (earlier than "X.1" and "Oberon" class).
					To "Leander" and later cruisers for "special practice" torpedoes.
					To battle cruisers for "outfit" and "special practice" S.L. torpedoes.
A.R.C.G.	...	...	...	...	For conversion to later types.
A.R.W. and N.A.R.W.	...	...	...	...	To leaders and destroyers for 21 in., Mark IV-IV*, "W," and 21 in., Mark V, "W," torpedoes.
A.R.A.	...	...	...	...	To battleships (other than "Nelson" and "Rodney") and battle cruisers for H.B. torpedoes "outfit" and "special practice."
					To "Emerald" and "Enterprise," also "Effingham," for bow tube.
A.R.A.T.	...	...	...	...	To "Kent" class cruisers for 21 in., Mark V, A.T. torpedoes.
A.R.S.O.	...	...	...	...	To submarines for 21 in., Mark IV*, S.O. and S.X., and 21 in., Mark II***, S.O. and S.X., torpedoes.
A.R.S.G.	...	...	...	...	To submarines for 21 in., Mark VIII, torpedoes.
A.R.P.	...	...	...	...	To cruisers outfitted with 21 in., Mark VII, torpedoes.
A.R.N.	...	...	...	...	To "Nelson" and "Rodney" for 24½ in. torpedoes.
N.A.R.J.W.	...	...	...	...	To "Leander" and later cruisers for 21 in., Mark IX, torpedoes.
					To leaders and destroyers for 21 in., Mark IX, torpedoes.
A.R.C.	...	...	...	...	To battleships and battle cruisers (1 to each).

### 2688.—Admiralty F.C. Clocks, Mark I—Replacement of Elevation Repeat Receivers

*"C" and "D" Class Destroyers and Flotilla Leaders*

(T. 3044/33.—9.11.1933.)

Arrangements have been made for the replacement of elevating repeat receivers. When the new receivers are received, the tally plate on the clock giving the fixed sight zone ranges should be modified as below to suit the dial marking on the new elevation repeats:—

							<i>Yds.</i>
Fixed sight zone	...	...	...	...	...	...	1,000
1st down 800	...	...	...	...	...	...	500
2nd down 800..	...	...	...	...	...	...	zero

## 2689.—Motors, Electric, Vertical—Grease for Ball and Roller Bearings—REPORT

(D.E.E./N.S. 10772/33.—9.11.1933.)

O.U. 6184/30 provides for the use of Stauffer "C" grease under normal conditions and "H.M.P." grease under tropical conditions in the ball and roller bearings of electrical machinery.

2. In the event of these greases proving unsatisfactory in vertical machines, the bearings should be thoroughly cleaned out and refilled with "Crimsangere B.B.1," made by the British Oil and Turpentine Co., Ltd., Chancery Lane, London, and the bearing labelled accordingly. When such action is necessary a report should be forwarded to the Admiralty stating the nature of the trouble and whether remedied by the use of Crimsangere grease, name of grease previously used, and the number and maker of the machine. Previous trouble, if any, on the same machine should also be reported.

3. It is not proposed to add this grease to the list of Naval stores, but small supplies should be obtained by local purchase as requirements arise.

4. This Order applies to vertical machines only.

## 2693.—Watertight Compartments in H.M. Ships—Maintenance of Efficiency—REPORT

(M.F. 8842/33.—9.11.1933.)

The system inaugurated by A.F.O. 1459/31 will have been in operation for three years by June, 1934. At the expiration of this period reports are to be forwarded by Commanders-in-Chief and dockyards, stating their experience in the working of this Order, and making any proposals which they consider would result in improving methods for maintaining the standard of watertightness.

## 2726.—Gun Mountings—3·7 in. Howitzer, Mark I—Foul in Sights

(G. 01734/33.—16.11.1933.)

It has been reported that a foul can take place between the Probert sight range arm and the top of the dial sight holder as shown in the sketch (E.F.O. 129/33), when using charge 4 and range of 3,900 yards. The dial sight holders of all 3·7 in., howitzer, Mark I mountings are to be eased, where this has not already been done, as shown in red in the sketch.

2. The work is to be carried out by ships' staffs, Gunnery Schools or yards concerned.

2730. }  
2732. } *Issued Confidentially.*

## 2734.—Transport of Torpedoes—Locking of "Screw Steadying Weight"

(A.S. 3321/33.—16.11.1933.)

Instances have occurred, where, due to vibration during the transport of torpedoes, the screw steadying the balance weight has become unscrewed and fallen out.

2. In view of this it has been decided that—

(a) All screws steadying weight, St. Nos. 415, 790 and 795, are to have a .125 diameter hole drilled through the plain part as shown on sketch E.F.O. 128/33.

(b) All torpedoes packed for transport are to be dealt with as follows:—

A length of brass wire is to have an eye formed at one end, the other end is to be passed through the .125 diameter hole in the steadying screw, brought round the torpedo and passed through the eye at the other end of the wire after which it is to be bent back (till the wire is fairly tight round the torpedo), and twisted round the portion of wire encircling the torpedo.

3. No alteration to the stamp numbers of the screws concerned will be made as a result of the modification referred to in paragraph 2.

4. Early supplies of screws, St. No. 415, were made with the screw portion .38 in. in length. Screws of this pattern were found in some instances to engage in the seating before the point of the screw engaged in the balance weight, and when this happened the weight was not locked or the B.C. was distorted. In order to obviate this the screw portion of later manufacture screws has been shortened to .25 in. in length. Screws, St. No. 415, at present on board are to be examined and any found to be in excess of .25 in. in length in the screw portion are to be returned to the nearest torpedo dépôt and others of correct dimensions drawn in lieu.

### **2736.—Evershed Bearing Systems—Rearrangement during Large Repair**

*All Capital ships except "Nelson" class*

(T. 1758/33.—16.11.1933.)

The arrangements of Evershed bearing systems for main, secondary and high-angle armaments and star shell control to be adopted when ships are in hand for large repair are as shown on drawing D.T.M. 1802 (E.F.O. 124/33 (1-10)).

2. The standard arrangement of mechanical connections and electrical grouping to be worked to for the future is now shown on drawing D.T.M. 1802 (10) (E.F.O. 124/33 (10)), which provides for power searchlight control, where fitted, and deletes pom-pom directors.

3. Ships in which this arrangement is not yet fitted are to enter an item to this effect in the next list of approved alterations and additions, Classification "C."

### **2738.—Main Motor and Battery Switchboards—Painting**

*H.M. Submarines*

(D. 13922/33.—16.11.1933.)

Frequent painting of the main motor and battery switchboards and of the back connections and cables in close proximity thereto impairs the fireproof qualities of this apparatus.

2. Painting should therefore be restricted to a minimum.

### **2739.—Weighing Anchors by Hand—Utilisation of Special Tackles**

(N.S. 3625/33.—16.11.1933.)

Tackles for weighing anchors by hand in battleships and battle cruisers are to be abolished.

2. The tackles specially provided for this purpose are, however, suitable for drill purposes and as general utility purchases, and the 2½ in. extra special, flexible, S.W. rope and iron blocks are therefore to be issued for these purposes on the basis of one suitable tackle to each battleship and battle cruiser in replacement of the catting purchases at present provided. This replacement should be made when either the blocks or the cordage portion of the hemp tackles become defective.

3. These wire tackles will not be added to the approved allowance by the Rigging Warrant, and, when their replacement becomes necessary, the matter is to be reported to the Admiralty for decision.

4. The iron blocks, Pattern 5242, 5285, 5222, and 5223, specially purchased for the battleship and battle cruiser tackles for weighing anchors by hand, may be utilised for any other service for which suitable, as requirements arise, in addition to that authorised in paragraph 2 above.

5. Two-wire tackles have already been supplied to both "Warspite" and "Malaya," and in these cases the second tackle may be retained, if desired, until worn out, when it will not be replaced.

6. The stocks and future returns of  $2\frac{1}{2}$  in. steel wire rope,  $6 \times 24$  construction, should be issued, as necessary, for replacement of wires in the general utility purchase authorised to be carried by the cruisers concerned.

7. No decision has yet been reached as to the disposal of the special blocks (Po.M.C.D. Drawings 05755 and 06936) to be landed by cruisers. These blocks should, however, be utilised for replacements of the blocks in the wire tackles supplied to certain cruisers, or for any other service for which they may be suitable.

8. The future provision for general utility purposes to all cruisers, *other than those authorised to use the  $2\frac{1}{2}$  in. steel wire purchase*, will be one three-fold 5 in. hemp purchase. Vessels which have two of these purchases on board should land one set of I.I.B. blocks and retain the second hemp hawser until worn out, when it will not be replaced. Any I.I.B. blocks, Patterns 231 and 307, which may be returned in repairable condition under this Order, should be placed on Sale Charge.

## 2741.—Hoisting Wires—Test

### *Submarines*

(D. 13928/33.—16.11.1933.)

The hoisting wires to periscopes, W/T mast, frame coil mast, torpedo and boat's derrick including the wires on the telemotor presses are to be examined periodically by ship's staffs and are to be unrove and tested in accordance with Article 40 of the Engineering Manual on each occasion that a submarine is in hand for refit.

2. Periodical examination and tests of other appliances are to be carried out as laid down, except submarines having annual refits for which the interval between tests should be extended to two years, that is, they should be carried out at alternate refits.

3. These tests are to be carried out by the dockyard and the results recorded.

## 2768.—*Issued Confidentially.*

## 2774.—Cartridges—Empty Cylinders, Q.F., 4 in., Mark V, and Q.F., 4.7 in., Mark VIII—Accumulation during Firings—REPORTS

(G. 5627/33.—23.11.1933.)

It has been reported that during H.A. practices at Q.F. 4 in. Mark V guns on H.A. III and IV mountings, and Q.F. 4.7 in. Mark VIII guns on H.A. XII mountings the accumulation of empty cases in the rear of the mounting causes serious inconvenience and is liable to affect the efficiency of the loading numbers.

2. It is understood that this difficulty has been overcome in some ships by an additional rating using an instrument specially made for the purpose on the lines of a large garden rake. This enables the hot empty cylinders to be rapidly dragged clear.

3. Particulars are to be forwarded through the Administrative Authority of any design of "garden rake" which ships have found to be suitable for this purpose.

## 2775 —Stereo Spotting Telescopes, Pattern 9099—" Stiff Eyepiece Grease " for Focussing Gear—REPORT

*" Excellent," " Leander," " Achilles," " Orion," and " Neptune," Home and Foreign Yards*

(G. 0715/33.—23.11.1933.)

## 2780.—Steel Waste Steam Pipes—Examination—Use of Copper for Renewals

(E.-in-C./D. 14122/33.—23.11.1933.)

In ships fitted entirely or partially with steel waste steam pipes, periodic examinations are to be made to ensure that the products of any internal corrosion, particularly when shaken by gunfire, have not fallen into and prejudiced the proper working of the boiler safety valves.

2. Where the extent of the corrosion warrants the renewal of the pipes, replacements are to be made in copper providing the maximum boiler steam temperature does not exceed 700° F. The copper pipes should be solid drawn and of ample strength to withstand the full boiler pressure, particular attention being given to the security of the flanges.

## 2782.—Signal and Remote Control Communications—Fitting of Loud Speaking Telephones in place of certain Buzzer Lines

*Battleships, Battle Cruisers, Aircraft Carriers and Cruisers*

(S.D. 785/33.—23.11.1933.)

It has been approved to abolish " T " and " U " buzzer lines in battleships, battle cruisers, aircraft carriers and cruisers and to substitute for them the following loud speaking telephones :—

- |                                      |  |
|--------------------------------------|--|
| (a) Coding office                    | to compass platform or ( <i>via</i> a change-over switch in the lower conning tower)<br>Upper conning tower (if fitted). |
| (b) Auxiliary W/T office compartment | to compass platform or ( <i>via</i> a change-over switch in the lower conning tower)<br>Upper conning tower (if fitted). |

2. In ships already fitted with adequate voicepipe communications between the compass platform and the auxiliary W/T office compartment, the line referred to in paragraph 1 (b) will not be required.

3. The system outlined above will be fitted in new construction ships and in existing ships when taken in hand for large repairs.

4. This item will be incorporated in the new Specification now in course of preparation.

5. Ships concerned (except " Ramillies " and " Repulse," which are being dealt with separately), are to insert an item in their alteration and addition lists (Classification " C "), " To bring signal and remote control communications up to latest specification." This item will include all approved additions to signal and remote control communications, including that authorised by this Order.

## 2792.—Chipping, etc.—Wearing of Goggles by Men

(D. 14436/33.—23.11.1933.)

Whilst assisting in the removal of a bolt from the roof of a ship's turret, a man recently sustained serious injury to an eye from a splinter of flying metal. The man was not wearing goggles at the time.

2. When work of this nature is being carried out the men employed thereon should wear goggles fitted with Triplex glass.

**2815.—Torpedo Tubes, 21 in., Q.R. III, III\*, and VI—  
Modification to Side Ready Switch Gear**

*H.M. Ships "Codrington," "Keith," "Beagle" Class, "Kempenfelt,"  
"Crusader" Class, "Duncan" and "Defender" Class*

(T. 2818/33.—30.11.1933.)

The springs for the side ready switch gear, shown in E.F.O. 129/32 (2), are in future to be supplied with an external diameter of .7 in., plus .000 in., minus .020 in., and with a length of  $1\frac{1}{8}$  in.

**2816.—Issued Confidentially.**

**2820.—Hydrophone and Echo Sounding Installations—Trials  
and Examinations during Refit, Periodical Docking,  
and on Ships being brought forward from Reserve**

(S.D. 938/33.—30.11.1933.)

**HYDROPHONE INSTALLATIONS—SHIPS IN HOME WATERS**

The following action is to be taken during refits and periodical docking by all surface ships and submarines fitted with hydrophones. The work is to be carried out by ship's staff unless otherwise stated:—

- (a) Early in the docking or refit period, Captain A/S.'s representative will visit the ship to carry out a preliminary examination and test of the hydrophone installation. Prior to his visit, the outside faces of the diaphragms are to be thoroughly cleaned with petrol or paraffin. The diaphragms are not to be scraped or burnished. This cleaning is not necessary for inboard tank hydrophones.

Commanding Officers should make application direct to Captain A/S for this preliminary examination, giving the dates of docking and undocking. For ships fitted with inboard tank hydrophones the dates of the refit only need be communicated. A fortnight's notice should be given if possible.

- (b) Captain A/S.'s representative will inspect the plates for corrosion and pitting. It should be noted that corrosion in the centre of the plate where the diaphragm is thin, is of more consequence than pitting round the edges. If considered necessary, new plates will be ordered. Captain A/S.'s representative will also test all hydrophone circuits for continuity and insulation.

After this preliminary visit Captain A/S.'s representative will report, on Form S.317, to the Commanding Officer of the ship, the repairs necessary to the installation. The Commanding Officer is to ensure that these repairs are carried out.

- (c) If for any reason Captain A/S.'s representative is unable to visit the ship during the docking period, the plates are to be inspected by the ship's officers and if necessary new plates are to be fitted, the old ones being returned to store pending survey at a later date by Captain A/S.'s representative.
- (d) After inspection, the clean diaphragms are to be given one coat of red lead and gold size, mixed in the proportion of  $2\frac{1}{2}$  ozs. finely ground red lead to  $\frac{1}{4}$  pint gold size.
- (e) The dockyards are responsible that where applicable a thin coat of anti-fouling composition, similar to that used on the ship's hull, is applied to the diaphragms after the red lead is dry. This coat is to be evenly applied with a small brush, and care should be taken that no red lead or anti-fouling composition is allowed to run over the rubber washer.

- (f) When a new diaphragm is being fitted, the rim and back edges of the diaphragm, *i.e.*, the parts that come in contact with the moulded rubber washer, are to receive a good coat of anti-sulphuric paint.

The diaphragm, when fitted, is to be flush with the hull of the ship, and any portion of the moulded rubber washer standing proud is to be carefully pared away.

- (g) If necessary, Captain A/S.'s representative will make a second visit to inspect the work carried out on the installation during the refit. After this visit he will make a final report, on Form S.317, on the state of the hydrophone installation.

#### HYDROPHONE INSTALLATIONS—SHIPS ON FOREIGN STATIONS

2. Ships on foreign stations are to obtain the services of an A/S officer if one is available, or failing an A/S officer, the port W/T officer, who will carry out the examinations, etc., as laid down in paragraph 1, for Captain A/S.'s representative.

#### ECHO SOUNDING INSTALLATIONS

3. An annual inspection of navigational echo sounding sets will not normally be carried out by Captain A/S.'s representative. If an inspection is desired or assistance required by ships so fitted in home waters, application should be made direct to Captain A/S, who will arrange that his representative attends. Ships on foreign stations should obtain the services of an officer as laid down in paragraph 2.

#### SHIPS BROUGHT FORWARD FROM RESERVE

4. In addition to the periodic examination of hydrophone installations as laid down in paragraph 1, the hydrophone and/or echo sounding installations of ships brought forward for service are to be inspected, by Captain A/S.'s representative, before commissioning, irrespective of whether the ship is docked or not. The Senior Officer, Reserve Fleet, of the port concerned, is to arrange with Captain A/S accordingly.

### 2821.—Hervey Gardner Signalling Apparatus (late Model U.C.), Type 706 and Type 706\*—Removal

(S.D. 938/33.—30.11.1933.)

As Type 706 and Type 706\* at present fitted in H.M. ships become defective, an item is to be inserted in the "Alteration and Addition" List to remove the apparatus and plate the holes in the hull at the next refit.

2. Ships concerned are to inform Captain A/S, Portland, when this item is completed.

3. Stocks of stores peculiar to Type 706 and Type 706\* have been disposed of, and the sets removed from ships should be dealt with accordingly.

### 2822.—*Issued Confidentially.*

### 2826.—Watertight Compartments in H.M. Ships—Maintenance of Efficiency

(M.F. 8790/33.—30.11.1933.)

A report has been received stating that in one ship satisfactory air pressure tests have been made by creating a vacuum in lieu of a pressure in the compartment under test, and the following is an extract from the report:—

#### (I) *Method of Drawing Vacuum*

Air is withdrawn from the compartment under test by a 7½ in., portable, double-bottom fan, using similar connections to those shown in diagram E.F.O. 51/31, except that—

- (i) Hose from compartment under test is connected to intake side of D.B. fan.

- (ii) 7 in., leather, ventilating hose is connected to bulkhead connection through funnel piece and N. & S. connections. Where possible, the original manhole door of the compartment is replaced by a temporary door which is fitted with a 2 in. stop valve and connected to fan by funnel piece and N. & S. connections.
- (II) *Vacuum Drawn in Compartment may be Measured in Two Ways*
  - (i) From *outside* compartment by U-tube gauge as in E.F.O. 51/31, or
  - (ii) From *inside* compartment by arrangement shown in sketch E.F.O. 131/33.

Lower rubber ring is set to height of water in gauge glass before vacuum is drawn, and top rubber ring is set to new level as water rises in tube due to drop in pressure in compartment.

If compartment is in a watertight condition a vacuum of from 2 in. to 3 in. may be obtained with the usual D.B. fan.

While compartment is under test, as many men as required are shut in the compartment, one stoker being stationed in the compartment at fan connection to keep up communication by system of knock signals, with Stoker Petty Officer outside in charge of the fan.

(III) *Method of Locating Leaks*

- (i) *By ear*.—Air can be heard entering even through a quite small leak.
- (ii) *By lighted tapers*.—Used when leaks, although heard, are in an awkward position, for example, a leak through an electric cable bulkhead gland which is in the middle of a nest of leads. Care must be exercised and due regard paid to the nature of the adjacent spaces.
- (iii) *Soapy water*.—For very small leaks.

(IV) *Notes*

- (i) *Gain in time*.—As only one compartment has to be searched for leaks, whereas when air pressure is applied all compartments surrounding compartment under test have to be searched.
- (ii) Fewer hands may be employed.
- (iii) Great advantage when compartments surrounding compartment under test are inaccessible, or difficult of access, such as magazines, cofferdams, watertight compartments, etc.
- (iv) Ease of supervision.
- (v) The detection of leaks is much simpler as compartment under test is free of running machinery, whereas when air pressure is applied to compartment, the surrounding compartments may have fans, motor or other machinery running in them, which makes it more difficult to discover air leaks.
- (vi) Small leaks, from rivets, seams, etc., are easier to detect.

2. Where preferred this method of carrying out air pressure tests may be used.

## 2846.—Director Firing Gear—Pedal Operated Firing Gear—Clearance between D.C.O. Pistol and Operating Lever

"Nelson," "Rodney," "Kent," "London," "Norfolk," "York" classes and "Leander" and later class cruisers, "Crusader" and later class destroyers, Portsmouth, Chatham, and Devonport Yards

(G.6033/33.—7.12.1933.)

The attention of ships concerned is drawn to the possibility of damage to the D.C.O. pistol occurring if the operating lever of the pedal gear is bearing against the rear knob of the pistol during the process of changing over gyro circuits.

2. Ships should, therefore, ensure that a clearance of  $\frac{1}{8}$  in. is maintained between the operating lever and the D.C.O. pistol when the pedal is in the free position.



3. This clearance can be obtained by means of the adjusting screw of the operating lever. As a further precaution the tension of the return spring should be adjusted to the maximum that can be conveniently overcome by the Director Layer.

4. The attention of ships is particularly drawn to the necessity for *frequent checking* of this clearance.

5. Portsmouth, Chatham, and Devonport Yards should also ensure the maintenance of this clearance when assembling pedal-operated firing gear.

### **2850.—Torpedoes and Stores—Additional Heads, Collision, allowed to certain Vessels as “Spares” for Destroyers of Home Fleet**

(A.S. 5284/33.—7.12.1933.)

It has been approved for the following types of collision heads to be carried by the vessels named in addition to their normal outfits:—

*H.M. Ships “Barham,” “Malaya” and “Valiant”*

21 in., Marks IV-IV\*—2 each.

*H.M. Ships “Hood” and “Renown”*

21 in., Marks IV-IV\*—1 each.

*H.M. Ships “Hood,” “Renown,” “Malaya,” “Valiant” and “Barham”*

21 in., Marks II-II\*\*\*\*\* S.F.P.—2 each.

2. These collision heads are to be considered as “spares” for destroyers of the Home Fleet Flotillas.

3. The present allowance of 2 additional 21 in., Marks II-II\*\*\*\*\* S.F.P. collision heads to H.M. Ships “Repulse” and “Warspite” is cancelled.

4. Issue of the heads to complete to the allowances detailed in paragraph 1 is being arranged.

### **2859.—Sick Bay Accommodation in “Eclipse” and “Fearless” Classes and 1933 Programme Destroyers**

(M.F. 8196/33.—7.12.1933.)

H.M. Ships “Echo,” “Eclipse,” “Fearless” and “Foresight” are being fitted as Flotilla Medical Officers’ ships, and the sick bays in these vessels will be equipped more elaborately than in “Exmouth,” “Faulknor” and the other destroyers of “Eclipse” and “Fearless” classes.

2. Two destroyers of the 1933 Programme will be fitted as Flotilla Medical Officers’ ships, and these vessels will have larger sick bays than the flotilla leader and the other six destroyers of this programme.

### **2930.—Fuzes, Percussion, D.A., No. 118, and No. 230, Mark IZ—Fitting with Thicker Striker Cover—Exchange and Use of Fuzes**

(A.S./G. 872/33.—14.12.1933.)

All No. 118 and No. 230 fuzes to be supplied in future will be fitted with a thicker striker cover under the removable safety cap. Mark IZ fuzes so fitted will be distinguished by the marking “II” *stencilled* in white on the crown of the striker cover. Fuzes of later manufacture will be *stamped* II Z, and as these will be clear in respect of the striker cover, and embody certain other improvements, they will not bear the identification marking on the crown of the cover which is being applied to the modified Mark IZ fuzes.

2. As soon as sufficient modified fuzes No. 230, I Z, or new Mark II Z, are available, issues will be made in exchange for unmodified Mark I Z fuzes now in supply, and the latter will be withdrawn for modification at R.N. Armament Dépôts and subsequent re-issue for general service.

3. No. 118 Mark I Z fuzes which are not modified by having striker covers stencilled "II" are hereby restricted to use from 3.7 in. howitzer only.

4. A report indicating progress made on each station in carrying out the exchange and modification of fuzes No. 230 should be furnished by Armament Supply Officers, quarterly until further notice, commencing on 31st December next. A statement incorporated in the Quarterly Return of Stocks and requirements of ammunition will be sufficient.

5. Demands need not be furnished by H.M. ships. As fuzes become available for exchange, Armament Supply Officers will make arrangements for supply or for withdrawal and refitting of shell at the earliest opportunity.

### 2931.—Torpedoes, 18 in., Mark VIII\*—Continued use when unable to pass Gun or Body Gauge

(A.S. 5567/33.—14.12.1933.)

A torpedo which is discharged from a tube must obviously be sentenced unserviceable if it fails to pass the gun and body gauges, but the same restriction does not obtain for torpedoes discharged from suspension gear. Air vessels failing to pass the gauges due to permanent swelling resulting from internal pressure, thus indicating weak and stretched steel, are not acceptable, but those with local deformation caused by shock or damage may be serviceable so long as longitudinal distortion is not present.

2. Torpedoes, 18 in., Mark VIII\*, coming within the latter category, will therefore be accepted for use from aircraft, subject to their being otherwise serviceable and conforming to the following conditions:—

Air vessels must not exceed normal diameter in the positions where the "forward" crutches "take" on the torpedo.

The position of these crutches with reference to the "guide strip" are as below for the present types of torpedo bomber aircraft.

<i>Type of aircraft</i>	<i>Distance from forward crutch to guide strips</i>
Ripon ... ..	2 ft. 6 in.
Dart ... ..	2 ft. 5 in.
Hawker-Horsley ... ..	2 ft. 11½ in.

3. The torpedoes proposed to be accepted under paragraph 2 will be examined on a surface table to ensure that longitudinal distortion is not present.

4. If longitudinal distortion is found, but not, in the opinion of the Torpedo Engineer Officer, sufficient to warrant rejection, the torpedo will still be accepted subject to satisfactory re-ranging and to compliance with conditions in paragraph 2.

5. Torpedo dépôts have been instructed that for general guidance it must be borne in mind when accepting torpedoes under the above conditions that they will be subjected to severe strain when dropped by aircraft travelling at high speed and from a height, and any damage that can be accepted, as far as gauging is concerned, must be such as will not affect the strength of the air vessel when subjected to the shocks it may be called upon to withstand.

6. The History Sheets of torpedoes accepted under this Order will be endorsed on front page "Usable for Aircraft only."

**2933.—Torpedo Stores—Dummy Pistols**

(A.S. 6044/32.—14.12.1933.)

Dummy pistols, St. No. T.201, at present allowed to ships with submerged tubes and equipped with Type 3 pistols, and to depôt ships for submarines equipped with Type 3 pistols, are of a combined pattern, and can be adapted for use as either "screw in" or "quick insertion," *i.e.*, Types 3A and 3F.

2. A cheaper design of dummy pistol has now been introduced, which differs from St. No. T.201, in that it has Service untrimmed N.C. steel blades in a steel fan boss, and is not fitted with the tube-held locking arm.

This design of dummy pistol will be known as—

*Section II*

Pistols, dummy, Type 3A/3F. St. No. T.201A.

3. A dummy pistol similar to St. No. T.201A, which is suitable for quick insertion *only*, has also been introduced and will be known as—

*Section II*

Pistols, dummy, Type 3F. St. No. T.204.

4. Dummy pistols, St. No. T.204 will only be supplied within the present approved allowances for dummy pistols, to vessels equipped with Type 3F pistols, but dummy pistols, St. Nos. T.201 and T.201A, are also suitable for issue to these vessels, if necessary.

**2934.—Torpedo Stores—Gauges, St. No. 84—Withdrawal from Chest, Tool***"Nelson" and "Rodney"*

(A.S. 4741/33.—14.12.1933.)

Gauges, slide, adjusting, H.R., St. No. 1095, at present carried in 21 in., IX-IX\* tool, and tool and spare gear chests have been found to be unsuitable for use with torpedoes 21 in., Marks IX-IX\*, with strengthened tails.

2. Gauges, St. No. 84, as used with 24½ in. torpedoes will, after slight modification as described in paragraph 3, be suitable for use with all 21 in., Marks IX-IX\* torpedoes, and will be accounted for as described in paragraph 5.

3. The modification to gauge, St. No. 84, which is the cutting back of the aft edge of the aft foot by .15 in. does not in any way interfere with the suitability of the gauge for use with 24½ in. torpedoes.

4. Gauges, St. No. 84, are therefore being modified accordingly before issue for use with 21 in., Marks IX-IX\* torpedoes.

5. Gauges, St. No. 84, are in future to be accounted for as an "outfit" item as follows:—

*Section II*

Gauges, slide, adjusting, H.R., 21 in., IX-IX\*  
and 24½ in. ... .. St. No. T.196

and will be allowed in the proportion of 2 to each ship and vessel concerned.

6. A box for the stowage of each gauge, St. No. T.196, will be provided and will be accounted for as follows:—

*Section II*

Boxes for gauges, adjusting, H.R., 21 in.,  
IX-IX\* and 24½ in. ... .. St. No. T.197.

7. Gauges, St. No. 84, on board "Nelson" and "Rodney" and modified gauges, St. No. 1095, on board "Achilles" should be withdrawn from tool chests and exchanged for gauges, St. No. T.196, when the latter become available.

8. Torpedo Store Accounts are to be amended as necessary.

### **2935.—A.W. Revolving Torpedo Tubes—Corrosion in the Region of Steam Heating Coils**

*Ships and Dockyards concerned*

(T. 2745/33.—14.12.1933.)

It has come to notice that in some vessels, where the torpedo tube heating pipes are fitted externally in the space between the tube supports and the turntable, the millboard lagging has not yet been removed.

2. This lagging when it becomes water-logged and deteriorated is a source of corrosion to the surrounding steel structure.

3. Arrangements are to be made when the vessels concerned next come in hand for refit, for the tubes to be lifted from the platforms and the millboard lagging removed, and for the tubes to be painted in accordance with the provisions of A.F.O. 2786/32.

4. An item for the work should be included in the defect list.

(A.F.O. 2786/32.)

### **2939.—Gun Circuits—Directions for Fitting Crimped Cable Sockets**

(T. 2224/33.—14.12.1933.)

The following drawings are re-issued for information and guidance in fitting crimped cable sockets to Interceptors, breech safety contacts, etc.

(i) Drawing D.T.M. 67/25/1 (E.F.O 133/33 (1) ) of the cable sockets, Patterns 3428 and 3429.

(ii) Drawing D.T.M. 83/23 (E.F.O. 133/33 (2) ) of the dies used for crimping the sockets on the cables.

2. The crimping dies are made by the dockyards and ship's artificers.

3. The sockets required for the locket end of expendable leads are supplied by the armament depôts and are therefore not dealt with in this Order.

4. Numerous instances have been found during inspections of gun circuits in ships building where the detailed instructions given on the drawings quoted have not been observed when the sockets were secured to the cables.

5. Care is to be taken that these instructions are carefully followed.

### **2975.—Gun Mountings, 4·7 in. C.P. XIV and 5·1 in.—Provision of Catch Nets for Ejected Cartridge Cases**

*4·7 in. in "A," "B," "C," and "D" Class Destroyers, Dockyards and Gunnery Schools; 5·1 in. in "Kempfenfelt"*

(G. 4785/33.—21.12.1933.)

Arrangements have been made for the supply from Portsmouth Yard of catch nets for the 4·7 C.P. XIV gun mountings in the above ships and establishments.

2. The form of catch net and method of fitting is shown in E.F.O. 135/33. The catch net is to be fitted to 4·7 C.P. XIV gun mountings by ship or depôt ship staffs. In dockyards and shore establishments the catch nets should be retained with the mountings, but are to be fitted prior to issue.

3. The catch nets are to be appropriated as follows :—

"Codrington "	...	...	...	5
"Acasta "	...	...	...	4
"Achates "	...	...	...	4
"Acheron "	...	...	...	4
"Active "	...	...	...	4
"Antelope "	...	...	...	4
"Anthony "	...	...	...	4
"Ardent "	...	...	...	4
"Arrow "	...	...	...	4
"Keith "	...	...	...	4
"Basilisk "	...	...	...	4
"Beagle "	...	...	...	4
"Bulldog "	...	...	...	4
"Brilliant "	...	...	...	4
"Boreas "	...	...	...	4
"Brazen "	...	...	...	4
"Blanche "	...	...	...	4
"Boadicea "	...	...	...	4
"Kempenfelt "	...	...	...	3
"Comet "	...	...	...	4
"Crescent "	...	...	...	4
"Crusader "	...	...	...	4
"Cygnet "	...	...	...	4
"Duncan "	...	...	...	4
"Dainty "	...	...	...	4
"Daring "	...	...	...	4
"Decoy "	...	...	...	4
"Defender "	...	...	...	4
"Delight "	...	...	...	4
"Diamond "	...	...	...	4
"Diana "	...	...	...	4
"Duchess "	...	...	...	4
"Excellent "	...	...	...	1
Gunnery School, Chatham	...	...	...	1
Gunnery School, Devonport	...	...	...	1
Malta Dockyard	...	...	...	3 (for Reg. Nos. 32, 44, 141).
Gibraltar Dockyard	...	...	...	1 (for Reg. No. 34).
Chatham Dockyard	...	...	...	2 (for Reg. No. 142 at Messrs. V. A. Reedsmouth; and Reg. No. 140 on loan to P. and E.O., Woolwich).
Portsmouth Dockyard	...	...	...	2 (for Reg. Nos. 38 and 83; the latter to be fitted in the first instance to 5.1 mounting in "Kempenfelt").
Devonport Dockyard	...	...	...	1 (for Reg. No. 94).
Total	...	...	...	140

4. In the case of the 5.1 gun mounting in "Kempenfelt," an alteration and addition item should be put forward to cover the fitting and adaption to this mounting of the catch net for 4.7 C.P. XIV gun mounting (Reg. No 83) referred to in the foregoing appropriation, Classification A.

## 2976.—Dials, Adding Datum Angle, Pattern 9247—Modification to Lining-up Arrangements—REPORT

(G./N.S. 7206/33.—21.12.1933.)

It has been ascertained that the above instruments can only be lined up in multiples of 6° so that a maximum error of 3° may be introduced. This error is liable to cause an appreciable error in the P.I.L. correction.

2. A declutching and lining-up device has been designed by ships' staffs of "Royal Oak" and "Ramillies," and fitted in all ships of the 1st Battle Squadron.

3. A simplified and improved design of the above device has been obtained from Messrs. Elliott Bros., and is shown on E.F.O. 136/33 (1-2). To set the target bearing ring, the milled setting knob (13) is pressed in, thus engaging the teeth on spindle (15) with the lower teeth on clutch member (2) and declutching (2) from (1). The required dial setting can then be applied independently of the motor.

4. Twenty-four sets of this gear have been ordered from Messrs. Elliott Bros. under Contract C.P. 11759/33/F.902, dated 16th June, 1933, and delivery and distribution will be as follows :—

(a) *Chatham*—13 sets.

For "Delhi," "Despatch," "Dragon," "Danae," "Durban," "Colombo," "Carlisle," "Calcutta," "Enterprise," "Hawkins," "Valiant," "Renown," and one set to be fitted by yard to the serviceable instrument in store, which, on completion, should be sent to Malta for reserve.

(b) *Devonport*—5 sets.

For "Capetown," "Emerald," "Ramillies," "Malaya," and one set to be fitted by yard to the repairable instrument in store.

(c) *Portsmouth*—6 sets.

For "Cairo," "Warspite," "Barham," "Hood," "Repulse," and one to be fitted by yard to the repairable instrument in store.

5. The gear is to be assembled in accordance with the instructions contained in E.F.O. 136/33 by the yards and ships' staffs concerned.

6. A report is to be forwarded through the Administrative Authority when the work has been completed.

## 2984.—Submarine Main Batteries—Removal of Paraffin Wax Sealing

(D. 14019/33.—21.12.1933.)

In future, the space between cells in submarine main batteries is not to be sealed with paraffin wax in accordance with the practice applied to "H" and "L" class submarine batteries, but left open in order to allow for the escape of inflammable gases. All wax sealing is to be removed at the first convenient opportunity.

## 2985.—Paper, Congo Red—Use in lieu of Litmus Paper for Testing Guncotton

(A.S. /N.O. 162/32.—21.12.1933.)

The blue Litmus paper at present used for testing guncotton has been found to be too sensitive, thus causing the rejection of serviceable guncotton. It has therefore been decided that paper, Congo red, is to be used for this purpose in future.

2. The paper, Congo red, will be packed in the same manner as Litmus paper, *i.e.*, 100 pieces, 1 in. square, wrapped in four packets of 25 pieces, in a bottle, and will be allowed to H.M. ships in the same proportions as Litmus paper.

3. Paper, Congo red, is under manufacture and supplies will be distributed to R.N. Armament Depôts in due course.

4. Demands for Congo red paper should be forwarded by ships concerned to the local armament depôt, and supply will be made as soon as available in exchange for the blue Litmus paper at present carried. Pending receipt of the paper, Congo red, the use of the blue Litmus paper is to be continued.

(C13735)

A A

5. Guncotton charges giving acid reaction to Litmus paper are to be dealt with as at present, but such charges at R.N. Armament Dépôts are to be retained for retesting with Congo red, and dealt with according to the result of retest.

6. *Method of Use.*—When testing with paper, Congo red, acidity is indicated by the paper turning blue. The method of testing is the same as with Litmus paper.

7. Books of instruction will be corrected in due course

### 2987.—Gyro-Compasses—Restricted Use of Gold Size

(C.D. 98/33.—21.12.1933.)

In a number of instances recently in which defective operation of the gyro-compass has been reported, the cause of the defect has been traced to stiff horizontal pivot bearings.

2. When these bearings have been examined at Slough it has been found, not infrequently, that the cause of the stiffness is due to the presence of gold size in the ball-bearing itself.

3. It appears that the casings of these compasses have given vacuum trouble afloat, in order to overcome which they have been painted over liberally with gold size, some of which has found its way into the horizontal bearings.

4. Before issue, casings are given a special treatment of gold size at Slough under special conditions of heat and pressure which should render the gold size film most durable. If, therefore, a casing is found to leak in service, the leak is almost certain to be round the three-phase terminals, where, owing to the presence of materials with different co-efficients of expansion, the gold size film is prone to crack.

5. In view of the above, gold size treatment afloat should be confined to the locality of the three-phase terminals which is the only place where it is likely to be of use.

6. If further treatment is considered necessary the casing should be looked upon as defective, and an early opportunity taken of having a new control fitted.

### 2988.—Binnacles, Patterns 172 and 199—Flinders Bars

(C.D. 96/33.—21.12.1933.)

Binnacles of patrol type (Pattern 199) and flotilla type (Pattern 172) were originally supplied without Flinders bars. In some ships Flinders bars were fitted subsequently by ships' staffs and it has been found that where this was done they were not always placed at the correct distances. The correct distance from the centre of the bar to the centre of the compass in these binnacles is 9 in. for a bar 2 in. in diameter and  $9\frac{1}{2}$  in. for a 3 in. bar.

2. Ships fitted with binnacles of these patterns should ascertain whether the Flinders bars are fitted at the correct distances and if necessary arrange for them to be correctly placed immediately before the next occasion of swinging.

3. During the War some binnacles of these patterns were fitted with hollow Flinders bars and it appears that a few of these hollow bars are still in service, principally in sloops and trawlers. Any ship having hollow bars on board should have them replaced by solid bars on the next occasion of swinging.

4. Ships making either of the above alterations to their Flinders bar are to report the fact to the Director of the Compass Observatory, Slough.

**3019.—Fire Control—Springs for Hunter Contacts**

(T. 3312/33.—28.12.1933.)

Trials carried out with hunters, of the type with two detachable contacts, show that many of the springs holding the two contacts together are too weak to give sufficient pressure at the point of contact when the hunter moves over.

2. The pressure applied at the contact point to lift the arm should be from  $2\frac{1}{2}$  to  $3\frac{1}{2}$  ounces.

3. A spring of 14 turns of 24 S.W.G. steel piano wire, coil diameter 0.161 in., and a free length between loops of 0.5 in. giving, when in position, a pull of about 14 ounces is suitable.

4. Ships' staffs should make and fit such springs where there is any doubt as to the satisfactory performance of hunters of this type.

**3020.—Submarine Main Batteries—Admiralty Serial Numbers**

(D. 15270/33.—28.12.1933.)

In order to simplify the identification of Submarine main batteries, and to facilitate the keeping of accurate Admiralty records regarding their movements and history, all such batteries have been allocated a number which will be known as the Admiralty serial number of the battery.

2. When a battery is made up of cells from other batteries, a serial number having the suffix "R" has been assigned, thus "1.R", "2.R", etc.

3. These serial numbers are to be entered up in all the appropriate ships' records such as the Battery Log Book and Captain's Ship's Book, etc., and are to be quoted by ships' and Dockyard Officers in all correspondence and reports in which Submarine main batteries are referred to.

4. In future, all new Submarine main batteries will be allocated a serial number when the order for the battery is placed with the manufacturers, and a serial number will also be allocated to batteries made up, from second-hand cells, at the Dockyards, as and when approval is given for the work to be taken in hand.

5. The Admiralty serial numbers of all existing main batteries are as follows :—

*Batteries installed in H.M. Submarines*

Submarine.	Battery.		Admiralty Serial No.	Remarks.
	Make.	Type.		
H.27 ... ..	Chloride	E.I.3820 L.S.	59	
H.28 ... ..	D.P.	S.M.33 ...	82	
H.30 ... ..	"	H.C.A.41 ...	65	
H.31 ... ..	Chloride	E.I.3820 L.S.	12	
H.32 ... ..	"	E.I.3820 L.S.V.	2.R	
H.33 ... ..	"	E.I.3820 L.S. ...	1.R	
H.34 ... ..	"	" ...	68	
H.43 ... ..	"	" ...	60	
H.44 ... ..	Tudor	S.E.37 ...	45	
H.48 ... ..	Chloride	E.I.3820 L.S.	3.R	
H.49 ... ..	Tudor	S.E.37 ...	69	
H.50 ... ..	Chloride	E.I.3820 L.S.	58	
L.6 ... ..	"	" ...	3	
L.18 ... ..	"	" ...	62	
L.19 ... ..	"	" ...	21	
L.20 ... ..	"	" ...	22	
L.21 ... ..	D.P.	S.M.33 ...	48	



*Batteries installed in H.M. Submarines—continued.*

Submarine.	Battery.		Admiralty Serial No.	Remarks.
	Make.	Type.		
L.22 ... ..	Chloride	E.I.3820 L.S.	27	No battery fitted. Battery removed during refit of vessel at Chatham.
L.23 ... ..	"	" ...	28	
L.25 ... ..	—	—	—	
L.26 ... ..	Tudor	S.D.43 ...	16	
L.27 ... ..	Chloride	E.I.3820 L.S.	51	Battery removed during refit of vessel at Chatham.
L.52 ... ..	"	" ...	41	
L.53 ... ..	D.P.	G.M.33 ...	19	
L.54 ... ..	Chloride	E.I.3820 L.S.	46	
L.56 ... ..	"	" ...	15	
L.69 ... ..	"	" ...	25	
L.71 ... ..	"	E.I.4280 L.S.	56	This battery is to be removed in January next and replaced by battery No. 76 at Hong Kong.  These are new bat- teries to be in- stalled in "Otway" and "Oxley" dur- ing current refit.
"Oberon" ...	D.P.	G.M.33 ...	13	
"Odin" ... ..	Chloride	E.I.3820 L.S.	37	
"Olympus" ...	"	" ...	40	
"Orpheus" ...	"	" ...	44	
"Osiris" ... ..	"	E.I.3820 L.S.V.	34	
"Oswald" ...	"	E.I.3820 L.S.V.	35	
"Otus" ... ..	"	E.I.3820 L.S.	36	
"Otway" ... ..	"	E.I.3830.I. ...	83	
"Oxley" ... ..	D.P.	S.M.I.33 ...	73	
"Pandora" ...	Chloride	E.I.3820 L.S.	50	
"Parthian" ...	D.P.	G.B.S.33 ...	31	
"Perseus" ...	Chloride	E.I.3820 L.S.	43	
"Phoenix" ...	D.P.	S.M.I.33 ...	72	
"Proteus" ...	Chloride	E.I.3820 L.S.	47	
"Rainbow" ...	"	E.I.4750 ...	63	
"Regent" ... ..	"	E.I.3820 L.S.	52	
"Regulus" ...	"	" ...	55	
"Rover" ... ..	"	" ...	57	
"Porpoise" ...	"	E.I.3830 ...	71	
"Salmon" ... ..	D.P.	H.C.S.I.41 ...	80	
"Seahorse" ...	"	" ...	74	
"Sealion" ... ..	"	" ...	81	
"Starfish" ...	"	" ...	75	
"Sturgeon" ...	"	H.C.S.41 ...	70	
"Swordfish" ...	"	" ...	67	
"Thames" ... ..	Chloride	E.I.6300 ...	66	
"Severn" ... ..	"	E.I.6300 I. ...	78	
"Clyde" ... ..	"	" ...	79	

*Batteries available at H.M. Dockyards*

Dockyard.	Battery.		Admiralty Serial No.	No. of Cells.	Remarks.
	Make.	Type.			
Devonport ...	D.P.	S.M.33 ...	64	336	New (Contract C.P. 12120/29 from "Royalist").
Chatham ...	D.P.	S.M.33 ...	61	336	New (Contract C.P. 12120/29, from "Rupert").
Hong Kong ...	Chloride	E.I.3830 I.	76	336	New (Contract C.P. 20821/32)
"	"	E.I.3830 I.	77	336	New (Contract C.P. 20821/32).

*Batteries under Construction and on order at Battery Makers' Works*

Battery.		Admiralty Serial No.	No. of Cells.	Remarks.
Make.	Type.			
D.P.	H.C.41 ...	39	120	Removed from "H.30." Being reconstructed. C.P. 13225/32.
"	H.C.A.41 ...	54	336	Removed from "Parthian." Being reconstructed. C.P. 21132/32.
"	S.M.I.33 ...	85	120	Under construction. C.P. 10523/33.
"	H.C.S.I.41 ...	87	224	Under construction. C.P. 10523/33.
Chloride	E.I.3830 I. ...	86	120	Under construction. C.P. 10523/33.
Tudor	S.H.I.37 ...	84	336	Under construction. C.P. 10523/33.

## Section 4.

**OTHER STORES—NAVAL STORES, VICTUALLING STORES,  
MEDICAL STORES, CONTRACTS****1924****3367.—Carbons—Agreement with General Electric Co. for Supply**

(C.P. 33755.—12.12.1924.)

An agreement has been entered into with The General Electric Co., Ltd., Magnet House, Kingsway, W.C.2, by the Admiralty, War Office and Air Ministry, under which the three Departments have undertaken that, so long as the Company can manufacture carbons to the specifications from time to time required, in sufficient quantities and in all other respects to the satisfaction of the said Departments, all orders placed with the trade for searchlight and other arc carbons shall be placed with this Company.

The General Electric Co., will also carry out research and experiments in conjunction with the Departments concerned with a view to evolving better carbons and carbons of different types, and any proposals under this heading should be forwarded to the Secretary of the Admiralty, for the Interdepartmental Technical Committee, D.E.E. Department, Admiralty.

In normal circumstances all orders for carbons required for Naval use under this agreement will be placed by Director of Navy Contracts, who will settle the prices to be paid. If, however, in special circumstances, direct arrangements with the Company are made by any Establishment for a small supply, particulars should be immediately reported to the Director of Navy Contracts, who will arrange the price to be paid.

The agreement with the firm lays down definite terms of payment for *all* supplies, and it is therefore unnecessary to obtain local tenders from the Company.

In any special case, where it is essential that direct order for supply should be placed locally, that order should state that a further communication will be made by the Director of Navy Contracts as to terms, and request that the carbons be put in hand meanwhile in accordance with the provisions of the Agreement of 12th November, 1924. Such orders should, as hitherto, be reported immediately, with a copy, to the Director of Navy Contracts.

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**1927****3265.—Local Purchases Abroad—Dutiable Articles**

(C.E.-in-C. 25569/26.—30.12.1927.)

Where contracts are made locally at Naval Establishments abroad for stores and materials subject to Customs or Excise duty, the following action is to be taken:—

- (a) It is to be ascertained whether, under the local Government's regulations, it is possible for supplies made to Naval Establishments to be free of the duty by way of exemption or drawback, and, if so, what are the necessary formalities.
- (b) If exemption cannot be obtained, it is to be left to the contractor to pay the duty, and it is to be indicated clearly in the tender forms and contract that the prices are to be inclusive of the duty.

- (c) If exemption from or drawback of duty can be obtained in respect of supplies to Naval Establishments, and if the necessary formalities are such as can be performed by the contractor supplying the goods, it is to be made a condition of the contract that the contractor shall take the necessary steps to obtain exemption from or drawback of duty, and in all such cases the contract price is to be exclusive of the duty.
- (d) Where the necessary formalities for obtaining drawback or exemption are such as can only be performed by an officer representing the Admiralty, it is to be indicated clearly on the tender forms and contract that the contractor is (or is not) to pay the duty, and that the prices are to be inclusive (or exclusive) of the duty, as the case may be.

2. Where exemption from or drawback of the duty can be obtained by direct action on the part of an officer representing the Admiralty, but not by the contractor, the necessary steps are to be taken by the proper officer. The contractor is to render to the proper officer such information as may be required by the local authorities to enable the amount of the duty to be recovered. The contract must be clear that the contractor will have no claim to such refund.

3. If drawback or exemption cannot be obtained either by the contractor or the proper officer, the circumstances with particulars of the claim are to be reported to the Admiralty.

4. These instructions do not apply to local purchases at the Cape of Good Hope Yard, as an agreement has been reached with the Union Government of South Africa whereby a sum of £100 will be paid to the Admiralty annually from the Consolidated Revenue Fund, in lieu of a refund of duties originally paid on goods purchased from open stocks in the Union of South Africa. This payment is to be divided equally between Vote 8, Section 2, Subhead J, and Vote 10, Subhead N (Appropriations in Aid).

## 1930

### 1827.—Microscope Objectives, etc.—Care

(M.D.G. 7596/30.—11.7.1930.)

Cases have recently occurred of microscope objectives and other lenses being damaged by attempts to unscrew the mounts of the lens. In most cases the pressure of the pliers or gripping instruments used have loosened the setting of the lenses, and, even when this has not occurred, the centering of the lenses has been interfered with, as it is not possible to screw the lens mount into the same position as originally placed by the maker. The correct axis of the combination of lenses is obtained in a lathe by a series of intricate adjustments, and Medical Officers are to note, therefore, that the mounts of objectives, etc., are not to be unscrewed *under any circumstances*.

2. If lenses are considered to need cleaning *between combinations* they must be returned into store in order that arrangements may be made for the operation to be carried out by the makers.

3. Special care should be taken in handling old Ross  $\frac{1}{2}$  in. objectives. These lenses have been repeatedly reset, with a resultant progressive thinning of the metal seating. As a consequence, the shoulder retaining the setting is reduced and the mount is rendered comparatively fragile.

4. Precautions should be taken to guard against lenses being loosened in their settings by heat transmitted from the source of illumination when incandescent or arc lamps are used.

**3277.—Officers' Bedding—Charges for Washing**

(N.S. 14041/30.—19.12.1930.)

All cash vouchers for charges for washing officers' bedding at the cost of the Crown are to show the names of the officers by whom the bedding was used, and the date of their discharge from the ship or establishment.

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**1931****1329.—Vaccines—Return of Bottles and Caps**

(M.D.G. 5178/31.—29.5.1931.)

All ships and depôts which have received vaccines from the R.N. College, Greenwich, should, as soon as the contents are used, return the bottles and caps to Greenwich, taking special care to preserve the caps.

**1754.—Artificial Eyes and Trusses—Revised Procedure as regards First Supply and Replacements**

(M.D.G. 1235/31.—17.7.1931.)

In future, prior Admiralty approval need not be obtained for the issue of artificial eyes or trusses, providing no doubt exists as to the man's eligibility under the regulations for a free supply or replacement, and the normal appliance meets requirements. Such supplies may be effected immediately by issue from stock or local purchase, but each case should be reported to the Medical Department, Admiralty, after the supply, with details as rendered at present.

2. When any doubt exists as to a man's eligibility for a free supply, or the case presents exceptional features (*e.g.*, where the normal appliance is unsuitable and a more expensive type is necessary), the application should be submitted to the Medical Department, Admiralty, as at present.

3. The cost of an appliance issued to a civilian employee as the result of an injury on duty will be chargeable to the contingency subhead of the Vote from which the man was paid at the date of the injury.

**2631.—Storing Arrangements***Persian Gulf Division.*

(N.S. 9720/31.—6.11.1931.)

H.M. ships of the Persian Gulf Division are to obtain the main portion of their supplies of both permanent and consumable Naval stores and victualling stores direct from England. Certain provisions (*e.g.*, flour and rice) are, however, to be purchased from contractors at Bombay so long as the cost of supply of such items is considered reasonable, and instructions in regard to these will be issued by the Director of Victualling from time to time, as necessary.

2. Vessels, when refitting at Colombo, are to replenish with both Naval and Victualling Stores from Trincomali. Naval Stores required for making good defects of H.M.S. "Shoreham" while refitting at Bombay may be supplied from the Royal Indian Marine Dockyard, instead of from Trincomali, provided that all structural materials, important fittings, etc., used for such repairs, or for any alterations and additions, are in accordance with, and fully up to, the standards of materials approved for use in H.M. ships. The ship's officers concerned are to satisfy themselves on this point. Any stores not available at Bombay are to be obtained from Trincomali. Naval Stores required at Bombay in connection with the half-yearly dockings of sloops are to be demanded from Trincomali.

3. In regard to the main supplies from England, H.M. Dockyard, Chatham, will be the storing yard for Naval stores, and the Royal Victoria Yard, Deptford, for victualling stores. Demands from H.M. ships should be forwarded quarterly by the most advantageous route, so as to reach the Admiralty (Director of Stores or Director of Victualling, as the case may be) not later than 25th January, 25th April, 25th July, and 25th October in each year. The demands are NOT to be sent direct to H.M. Dockyard, Chatham, or to Royal Victoria Yard, Deptford.

4. Messrs. Strick's steamers, which leave London for Basra on 18th to 20th of each month, will call at Henjam provided there is not less than 15 tons of cargo for discharge at that port, and, in order to make full use of this economical method of shipment, quarterly consignments of stores will be sent direct to Henjam by the steamers leaving London towards the end of February, May, August and November in each year. Notification of the shipment of these quarterly consignments will be sent to the Senior Naval Officer, Persian Gulf, by W/T, and Messrs. Strick have arranged for their steamers to give four days' notice by radio of the expected time of arrival at Henjam, to enable the necessary arrangements to be made for prompt discharge at that port.

5. Casual consignments of an urgent nature that cannot wait for the quarterly shipments of replenishments will be shipped to Henjam per P. & O. and B.I. steamers via Bombay, unless a consignment of 15 tons can be made up, when shipment in one of Messrs. Strick's monthly steamers direct to Henjam would be arranged. As, however, the cost of small consignments via Bombay is heavy, it is essential that interim demands from ships for urgent shipment should be kept to the absolute minimum.

6. Except when H.M. ships of the Persian Gulf Division are refitting at Colombo or Bombay, defective stores and empties should either be surveyed on board (if of little or no value) or packed for shipment and landed at Henjam, whence they will be conveyed by an Admiralty oiler proceeding with cargo from Abadan to Malta when the accumulation at Henjam justifies the diversion of an oiler. The diversion of the Admiralty oilers is to be arranged by the Senior Naval Officer, Persian Gulf, direct with the Admiralty Inspector of Fuel at Abadan, and steps are to be taken to ensure prompt loading at Henjam so as to cause as little delay to the oilers as possible. The landing of valuable and portable articles at Henjam (*e.g.*, electro-plated mess traps, binoculars, telescopes, stop-watches, etc.) should be restricted. Such articles, together with those that can be repaired at Colombo and Bombay, should be dealt with during the annual refits at those ports as far as practicable. As regards Naval stores all requisitions for survey, and as regards victualling stores all reports of survey and return notes (*see* B.R. 93, Manual of Victualling, 1929, Chapter II G and Chapter III E) on stores destined for Malta should be despatched to the Superintending Naval Store Officer or Superintendent and Victualling Store Officer at that port, who will give the necessary clearances to Ships' Accounting Officers when the articles arrive. A memorandum of instructions for dealing with such returns is appended.

7. In view of the frequent opportunities of free freight from Malta to England it is not necessary to send any consignments of such items as empty gas cylinders and used glass chemical tubes by paid freight from the Persian Gulf to England. It should also be borne in mind that certain arisings (*e.g.*, old canvas hose), although of little value in the East, have a market value at Malta or at home. The Superintending Naval Store Officer, Malta, should furnish the Senior Naval Officer, Persian Gulf, with particulars of arisings value which would justify condemned articles being returned by free freight to Malta instead of being dealt with by survey on board. Similarly no packing cases, wooden casks, iron drums, broken chairs, etc., should be condemned by survey on board unless it is clear that they are beyond economical repair and are incapable of further utilisation.

#### MEMORANDUM OF INSTRUCTIONS FOR DEALING WITH NAVAL AND VICTUALLING STORES AND EMPTIES LANDED AT HENJAM FOR RETURN TO MALTA.

(i) Naval and victualling stores are to be packed separately on board H.M. ships concerned, and the packages are to be clearly addressed to the Superintending Naval Store Officer or to the Superintendent and Victualling

Store Officer, Malta, after old markings on the cases, casks, etc., have been carefully obliterated so far as no longer applicable. Bulky articles which cannot be packed conveniently are to be tallied and addressed on board H.M. ships concerned in a similar manner.

(ii) Each package or bulky article is to bear the name of the returning ship and the ship's serial number of the survey or return note, on which the stores are listed. For articles packed on board, a separate requisition for survey, Form S.331 (or, for victualling stores a report of survey, Form S.330, or return note, Form S.549), should be prepared for each package or bulky article, and a spare copy should be inserted in the case, cask, etc., for use as a packing-note when the stores are unpacked at Malta. The name and rating of the packer should be shown on all copies of the requisitions for survey, etc.

Thus a case containing victualling stores returned from H.M.S. "Hastings" on report of survey, serial number 20 of 1931, would be marked:—

<p style="text-align: center;">"Hastings"</p> <p style="text-align: center;">20/31</p> <p style="text-align: center;">S.V.S.O., Malta</p>
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and the package would be listed as—

"Case 20/31—Victualling Stores *ex* 'Hastings.'"

(Note.—Suitable abbreviations can be adopted for ship's names to save labour in marking packages, but the abbreviations adopted must be unmistakable at Malta.)

(iii) Empties will be easily distinguishable as belonging to the Naval store or victualling departments from their nature, or from the yellow (N.S.) or green (victualling) bands painted on the casks or cases. The name of the ship returning should be inserted if this is not already painted on the empty package, but there is no need to mark the serial numbers.

(iv) The packages containing returned stores, loose bulky articles and empties are to be handed over to the Tally Clerk at Henjam, who is to arrange for victualling and Naval store consignments to be stowed separately in the godowns while awaiting shipment. Lists of the *packages*, bulky articles and empties are to be prepared by ships' Accounting Officers in quadruplicate on Forms S.549 (separate lists for Naval and victualling consignments are necessary) and sent with the consignments to the Tally Clerk, who will give dated receipts on the quadruplicates and return them at once to the ships' officers. The remaining three copies will be retained by the Tally Clerk until the consignments are shipped, when, after insertion of the name of the oiler, date of shipment, and Master's receipt, they will be dealt with as follows:—

*Original.*—To be sent under cover to consignee (S.V.S.O. or S.N.S.O., Malta).

*Duplicate.*—Handed to Master of oiler for use as a bill of lading.

*TriPLICATE.*—To be retained and kept in a guard book by Tally Clerk, Henjam, as a proof that goods have been shipped. They should be arranged under ships' names and in order of date when raised, so as to facilitate reference in the event of queries.

(v) A copy of each survey or return note is to be posted to the S.V.S.O. or S.N.S.O., Malta, as soon as the consignments are landed at Henjam. Ships' Accounting Officers are to keep the receipted quadruplicates of Forms S.549 with the pertinent batches of survey and return notes (ships' copies) until they receive detailed receipts for the stores from the S.V.S.O. or S.N.S.O., Malta. If such detailed receipts are not received within a reasonable time after it is known that a shipment from Henjam has taken place, steps are to be taken to verify that the goods have actually been shipped from Henjam, and enquiries as to the missing receipts addressed to S.V.S.O. or S.N.S.O. if necessary. Ships' accounts are not to be cleared until such receipts have been obtained, or until Admiralty approval has been obtained to write off any discrepancies.

(vi) In regard to permanent Naval stores demanded from England in lieu of those returned to Malta, cross references should be quoted on the requisitions for survey and the demands in lieu, thus:—

*On the demand.*

“ In lieu of stores being returned to Malta on R/S ..... ”  
(quote ship's serial number).

*On the requisition for survey.*

“ Stores in lieu are being demanded from England on demand ..... ” (quote ship's serial number).

## 1932

### \*777.—Plain Clothes Gratuity

(V. 245/32.—1.4.1932.)

From the date of this Order the gratuity payable to Naval ratings and Royal Marines on leaving the Service, to assist them in providing themselves with plain clothes, will be as follows:—

							£	s.	d.
Naval ratings	...	...	...	...	...	...	0	10	0
Royal Marines:—									
Staff sergeants	...	...	...	...	...	...	0	17	6
Colour sergeants and sergeants	...	...	...	...	...	...	0	10	0
Rank and file	...	...	...	...	...	...	0	7	6

### 1096.—Dental Stores—Disposal on Paying Off

(M.D.G. 4847/32.—6.5.1932.)

To effect economy in the distribution and use of consumable dental stores, and to prevent wastage of opened packets of filling and other materials, the following arrangements are to be made by Dental Officers serving afloat:—

When H.M. ships in which Dental Officers are borne are returning to home ports from the Mediterranean station to pay off, and the ship is not recommissioning immediately, any unopened packets of consumable dental stores are to be returned into store at the Royal Naval Hospital, Malta, for re-issue as required.

When finally surrendering dental equipment and stores from H.M. ships on paying off, Dental Officers are, in future, to issue all serviceable remains of consumable dental stores to the Port Dental Officer, who will arrange for them to be used at the dépôt. Other dental stores and equipment are to be returned to the nearest Naval Hospital for transmission to the Medical Dépôt, Royal Victoria Yard, Deptford.

### \*1214.—Drinking Water Supply—Precautions

(N.S./M. 5400/31.—20.5.1932.)

All supplies of water taken on board H.M. ships for drinking or cooking purposes should be absolutely pure, and every precaution should be taken to protect the water from contamination during filling, in storage, and in the process of issuing, and also the tanks during cleaning and coating.

2. Before supplies of drinking water are taken from any source on shore, other than in H.M. Dockyards, it should be ascertained whether a chemical and bacteriological analysis has been made, and if a satisfactory report is not forthcoming, steps should be taken to have the necessary analyses made, or to carry out as careful an analysis (M.191) as is possible with the chemical tests supplied. All such analyses are duly to be recorded in the medical journal.



3. The following rules should be observed :—

(i) All hoses, filling, stand and sounding pipes used for drinking water should be fitted with a cap attached to the hose or pipe with a chain, except as shown in paragraph (viii). All vent hole pipes should be gooseneck shaped and situated in the open air, clear of air escapes from fuel oil tanks or other possible sources of contamination.

(ii) On all piers or wharves where there are drinking water stand pipes for supplying tank vessels, and where hoses are kept, a bench or long table should be fixed close to the stand pipe for the coiling and uncoiling of hoses ; the hoses after use should be triced up to drain and then coiled in a suitable place off the ground.

(iii) Manholes for access to drinking water tanks should not be situated in a sleeping or messing compartment if such an arrangement can be avoided, and they should in no case be flush with the deck.

(iv) All openings to drinking water tanks should be as distant as possible from the latrines.

(v) The process of supplying drinking water from stand pipes on shore to tank vessels should be under the supervision of a Naval Medical Officer, who should draw up a few simple rules for the guidance of the man in charge of the stand pipes, and for the Masters of the tank vessels, with a view to the protection of the water from pollution. These rules should be posted near the stand pipe and in prominent positions in the tank vessels. Similarly, the process of receiving water from a tank vessel into one of H.M. ships should always be under the supervision of the Medical Officer of that ship or her parent ship, who should sterilise the water as recommended below.

(vi) While the drinking water tanks of any of H.M. ships are being filled with water from the shore (except from H.M. Dockyards), the water should be subjected to chlorine sterilisation by the introduction of chloride of lime (stabilised), which should be demanded from the Storing Yard or Base in the usual manner as "Naval Stores" ; it is considered that about 1½ lbs. of chloride of lime will be sufficient for each ship. For all practical purposes 30 grains of chloride of lime are required to be added to 100 gallons of water ; the addition should be made during the filling of the tank, and the water will be ready for drinking an hour afterwards. Effective sterilisation can be assumed if the water reacts to the following test 30 minutes after the chloride of lime has been added. A small quantity is drawn from the tank into a clean test tube and to this is added a few drops of freshly prepared starch solution and a crystal of potassium iodide. The whole is stirred with a clean glass rod ; a faint blue colour should be produced immediately.

(vii) The necessity for the exercise of cleanliness on the part of the crew and throughout the ship cannot be over-estimated. Every care is to be taken that pollution of the water does not take place either through man-holes, pipe systems, or by other means. Special attention is to be paid to sanitation, and the latrines are to be kept in good order. Pipes, pumps, or tanks, set apart for drinking water should be clearly marked and labelled as such, and should not be used for any other purposes.

(viii) The hoses and watering plant are to be maintained in a perfectly clean condition, and the hoses are to be triced up to drain before being coiled up, in a suitable place off the deck. The canvas hoses used for drinking water are to be kept separate from other hoses in ships, and the couplings are to be painted Egyptian blue to denote that they are for drinking water only. The caps provided for filling pipes, sounding pipes, and hoses are to be kept in place. In order, however, to obviate the expense of making any new caps and plugs that may be required for hoses fitted with Admiralty pattern screw connections used for drinking water, such hoses after being triced up for drying are to be made up on the bight and the ends coupled together.

(ix) In the case of water carriers, before any compartment is used for drinking water, the plating and frames are to be scraped bare, the space thoroughly cleaned out, and coated with two coats of bituros solution. In the case of large water carriers, each tank should be cleaned out once in six months, and in small vessels at least once in every three months. Application for any necessary assistance to enable the above instructions to be complied with should be made to the Senior Naval Officer.

In other vessels the fresh water storage tanks are to be lined with rosbonite (fresh water tank quality), bituros enamel, or other approved material. Arrangements should be made for the surfaces of these spaces to be examined, as opportunity offers, and any defects discovered in the coating are to be made good as soon as possible.

To ensure that tanks and spaces used for drinking water are adequately cleaned, and in order to prevent infection, the following instructions are to be observed :—

(a) The work of cleaning, disinfecting, and of coating cement-washing the tanks is to be carried out to the satisfaction of a Naval Medical Officer.

(b) All men detailed for work in drinking water tanks should, prior to starting work be carefully inspected by the Medical Officer concerned, and he should reject as unfit for the work anyone who has had dysentery or typhoid ; is suffering from venereal or skin diseases, or diarrhoea, or is subject to otorrhoea or pyorrhoea. The Medical Officer should also take observation of the general bodily cleanliness of the men, and forbid those lacking in this respect from working in the drinking water tanks. All men who have to enter the tanks should be supplied with a clean canvas suit or a suit of overalls, and be made to wear a pair of gymnasium shoes or rubber sea boots, and on no account be allowed to enter the tank in their ordinary footgear.

During the intervals for meals, etc., the clothing used in the tanks should be removed, and kept in a clean place until resumed.

For this purpose suitable transportable chests should be provided, and the change of clothing should take place as near as possible to the tank in which the men are to work.

(c) The work is to be done by suitable ratings, wherever possible, rather than by Contractor's men.

(d) Too frequent cleaning is to be avoided, and the question whether cleaning has become necessary should be referred for decision to the Medical Officer, who should examine the tanks periodically when they are empty.

(x) When proceeding light from port to port, only such compartments should be filled with sea water as may be necessary for the safe navigation of the ship, and the tanks so utilised should be thoroughly cleaned and rinsed out with fresh drinking water, before being again used for drinking water.

(xi) Water which may overflow from the testing tank on board a distilling ship should not be diverted into the drinking water supply tanks, but should flow into the boiler water tanks.

4. *Exhaustive Analysis.*—It must be understood that a good standard result from the analysis (M.191) referred to in clause 2 does not necessarily mean that the water is *potable*. This can only be proved by bacteriological examination, and when a complete analysis of the drinking water of shore establishments in the United Kingdom is considered necessary, it is always to be carried out at the Naval Medical School, R.N. College, Greenwich, S.E.10.

5. In view of the difficulties which may be experienced in applying the above precautions fully to ships building by contract, it is desired in these cases that healthy men of clean habits, wearing clean overalls and rubber shoes, should be employed in finally cleaning out the tanks and preparing them for filling, and that special care should be taken to ensure the cleanliness of the hose.

## 1409.—Rates of Custom Duty

(V. 1260/32.—10.6.1932.)

In connection with the arrangements laid down in Chapter III, Section G, of B.R. 93, Manual of Victualling, for the recovery and payment of duty on dutiable stores issued on repayment at duty paid prices from Admiralty stocks, the following table shows the rates of duty now in force. Effect is to be given to the revised rate

for sugar and to the rate for tea, which has now become dutiable, not later than the first day of the month following the receipt of this Order :—

	<i>Gross Quantities.</i>				<i>Small Quantities.</i>			
	£	s.	d.		£	s.	d.	
Sugar ... ..	0	3	7½	per cwt.	0	0	0½	per lb.
Jams and marmalade	0	0	0¾	per lb.	0	0	0¾	„
Coffee ... ..	0	0	2	„	0	0	2	„
Chocolate ... ..	0	13	0	per cwt.	0	0	1½	„
Currants ... ..	0	2	0	„	0	0	0¼	„
Raisins ... ..	0	7	0	„	0	0	0¾	„
Sultanas ... ..	0	7	0	„	0	0	0¾	„
Golden syrup ... ..	0	0	0¾	per lb.	0	0	0¾	„
Rum ... ..	3	14	4	per proof gallon.	3	14	4	per proof gallon.
Tobacco, leaf or strip ...	0	9	6½	per lb.	0	9	6½	per lb.
Tobacco, manufactured	0	12	0	„	0	12	0	„
Sweetened pickles ...	0	4	0	per cwt.	0	0	0½	per nominal 1 lb. bot.
Tea ... ..	0	0	2	per lb.	0	0	2	per lb.

### 1467.—Provisions—Repayment Issues in Ships in which General Messing is in Operation

(V. 1149/32.—17.6.1932.)

The following arrangements for issue of provisions on repayment in ships in which the General Mess system is in operation are promulgated for information and guidance :—

#### *Officers' Messes.*

Provisions which are stocked on board for messing the ship's company may be taken up by officers' messes on repayment, provided that such issues will not be detrimental to the messing of the ship's company.

#### *Ship's Company.*

With the exceptions specified below, it should not be necessary under the General Mess system to provide for provisions to be taken up on repayment by men's messes.

The exceptions are as follow :—

(a) *Tea, Sugar, Milk, etc.*—Certain quantities of these articles may be required for consumption at other times than regular meals. Such quantities may be issued on repayment.

(b) *Butter* may be issued on repayment to messes desiring this article instead of margarine, which is normally supplied in H.M. ships. A quantity of butter, equivalent in value to the margarine which would otherwise be issued, may be included in the General Mess expenditure, the value of the balance being recovered from the messes.

(c) When entertainments are given by the ship's company such provisions as are necessary for the purpose may be taken up on repayment, provided the articles are not obtainable from the canteen.

#### *Prices.*

The prices charged against officers' and men's messes for provisions issued on repayment are to be those used in the General Mess accounts for valuation purposes, *i.e.*, Service Issuing Prices for articles included in the Issuing Price List and cost prices for other articles.



**1569.—Storing Arrangements***Sloops.*

(N.S. 5711/32.—1.7.1932.)

The attention of all concerned is called to the undesirability of completing sloops with stores for more than the authorised storing period (4 months for naval and victualling stores) if it can possibly be avoided.

2. When sloops are detached for cruises where they will be out of touch with a naval supply base for a prolonged period, arrangements should be made, if practicable, for the vessels to be replenished with the more bulky descriptions of stores at some convenient port visited during the cruise.

3. Red Sea sloops should be replenished by quarterly shipments from Malta.

4. Sloops operating for a prolonged period on the West Coast of Africa should demand any necessary replenishments from England (demands to be sent in good time to the Director of Stores and Director of Victualling), the port and date when the consignment is required to arrive being furnished in a covering letter.

5. Similar arrangements to those indicated in paragraph 4 should be made for sloops on detached cruises in South American waters, but any saving in weight that can be effected by purchasing supplies of sugar, flour and preserved meat at South American ports during the voyage should be taken into account when preparing for the cruise, so that the demands for other bulky stores from England can be reduced as much as possible.

6. Stores in excess of the authorised allowance of four months are not to be carried without prior Admiralty sanction; any such additional stores approved to be carried should be stowed as low down in the ship as can be conveniently arranged.

**1873.—Workmen's Clothing and Stores on Ships in Hand—  
Precautions against Damage by Fire due to Welding  
Operations**

(D. 9523/32.—5.8.1932.)

A number of cases have occurred at H.M. dockyards where workmen's clothes have been damaged on board H.M. ships by the operations of electric welders on the far side of bulkheads on which the clothing has been hanging. Stores have also been damaged in similar circumstances.

2. Every precaution against damage by fire to clothing, stores, and other inflammable material in such circumstances is to be taken, as for example, by the use of sheets of asbestos cloth behind work being cut by welders; by the issue of instructions to men employed welding and burning, and to their chargemen, that care is to be taken that the far side of a bulkhead is completely clear of combustible material before commencing and during welding operations, and, where possible, by the allocation of places for the safe custody of workmen's clothes and boxes.

3. The ship's officers should be informed when welding is in contemplation in order that the ship's staff may take necessary precautions.

**2250.—Towage at Antwerp—Contract**

(C.P. 16411/32.—23.9.1932.)

A new contract has been entered into with Messrs. C. W. Kellock & Co., Ltd., the London Agents of the Union de Remorquage et de Sauvetage (Societe Co-operative), of Antwerp, for the provision of towage assistance at that port when required by H.M. ships and vessels. Particulars of the charges payable for these services are as follows :—

Lloyd's Net Register Tonnage.	Up to 500 tons.			501 to 1,000 tons.			1,001 to 1,500 tons.			1,501 to 2,500 tons.			2,501 to 3,500 tons.			3,501 to 4,500 tons.			Above 4,500 tons.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
From roads to Antwerp Dock or Quay, or <i>vice versa</i> , for each tug employed ...	1	15	0	2	2	0	2	16	0	3	3	0	3	10	0	4	4	0	5	4	0
Attendance on arrival and swinging or assisting anchorage for each tug employed ...	1	15	0	2	2	0	2	16	0	3	3	0	3	10	0	4	4	0	5	4	0
For shifting from one berth to another, for each tug employed ...	1	15	0	2	2	0	2	16	0	3	3	0	3	10	0	4	4	0	5	4	0
Assistance from Antwerp Dock to Quay, or <i>vice versa</i> , for each tug employed...	1	15	0	2	2	0	2	16	0	3	3	0	3	10	0	4	4	0	5	4	0
Extra swinging in Antwerp roads when ship at anchor, for each tug employed...	1	8	0	1	8	0	1	8	0	1	8	0	1	15	0	1	15	0	2	10	0

For all assistances rendered at Kruisschans roads or sluice, £1 increase per tug and per move.

Night work from 7 p.m. till 7 a.m., 25 per cent. increase.

Pound sterling to be converted into Belgian francs at the rate of Frs. 175 = £1.

2. The vessels to be towed will be required to provide their own hawsers and towlines.

3. Claims for payment for services performed will be forwarded by the Contractor to the Director of Navy Accounts, Admiralty, London, supported by a voucher from the Master, giving particulars of the services performed and the nett register tonnage of ship or vessel concerned, and stating whether the towage has been satisfactorily carried out. The British Consul-General in Antwerp will then be authorised by the Admiralty to make the necessary payment in francs to the contractors in Antwerp.

4. This contract is to be in force for a minimum of three years from 26th September, 1932, but is subject to three months' notice of termination in the event of the Belgian franc—on which the contract rates are based—appreciating or depreciating by more than 5 per cent., as compared with its value on 27th August, 1932. A condition of the contract is that H.M. ships and vessels shall use no tugs other than those belonging to the Union de Remorquage et de Sauvetage (Societe Co-operative) at Antwerp.

**2637.—Scissors for Medical Services Afloat**

(V. 1790/32.—11.11.1932.)

Extra scissors, Pattern 50, required for medical services in H.M. ships (*e.g.*, for first-aid bags) should be demanded by the Medical Officer from the Accountant Officer and taken on charge in the Medical Officer's account, supply and receipt notes being passed in the usual way. The value of the scissors will subsequently be claimed against Vote 3 on examination of the Ship's Victualling Store Accounts in office.

2. As a general rule, dressings for stowing in first-aid bags should be cut in suitable sizes beforehand, thus obviating the necessity for scissors.

**2739.—Medical Stores—Amended Allowance**

*H.M. Submarines "O," "P," "R," "Thames" and "Porpoise" Classes.*

(M.D.G.—25.11.1932.)

The allowance of medical stores for the above-mentioned submarines has been reviewed with the object of supplementing "first-aid" equipment at present supplied.

2. The following additional stores are approved, and are to be issued to submarines by the Senior Medical Officer of the depôt ship concerned:—

- 1 pocket set of surgical instruments.
  - 3 clinical thermometers.
  - 1 6-oz. bottle hyperol.
  - 1 catheter.
  - 1 enema.
  - 1 set of needles already threaded.
  - 1 hypodermic syringe, with capsules of morphia in the form of  $\frac{1}{2}$  grain in 5 minims of morphia sulphate.
- Forms M.177A.

3. In order that the additional instruments may be used to the best advantage, an "Advanced First-aid Course" for Commanding Officers, First Lieutenants and Coxswains of the above-mentioned submarines is to be instituted. Senior Medical Officers of depôt ships are to arrange for the instruction outlined above, and are to keep a record of officers and petty officers who have qualified. In addition, a short refresher course should be given annually.

4. In view of the high importance of "submarine hygiene," the advanced course of first-aid should include lectures on this subject.

5. The morphia and hypodermic syringe are to be in the charge of the Commanding Officer and kept by him under lock and key. He is to keep a record of all morphia administered, on Form M.177A.

6. A Submarine General Memorandum will be issued containing the syllabus of instruction for the "Advanced First-aid Course."

7. Demands for the additional stores required are to be made by Senior Medical Officers of depôt ships in the usual manner.

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# 1933

## 196.—Stores and Empty Packages Returned to Medical and Dental Contractors—REPORTS

(M.D.G. 448/33.—20.1.1933.)

Medical and Dental Officers afloat and ashore are reminded that in the event of stores being returned to contractors as unsuitable and for exchange, details must be forwarded to the Director of Navy Accounts as soon as possible in order to ensure that proper financial adjustment is obtained from the contractors.

2. If the articles returned were supplies ordered from the contractors by the Admiralty, a report is also to be forwarded to the Medical Director-General of the Navy, indicating in what respects the articles supplied are regarded as unsuitable.

3. Care is also to be taken to report to the Director of Navy Accounts (Branch 7), without delay, full particulars, including prices according to contract, of all empty packages, bottles, etc., returned to contractors, in respect of which credit is due to Naval funds.

4. Shore establishments in which Accounts of Issue (Form M.117) are used will continue to report such transactions through that medium. In other cases the necessary particulars are to be reported on Reference Sheets.

5. The foregoing instructions are to be observed by Medical and Dental Officers both at home and abroad.

## \*943.—Sisal Cordage—Introduction—REPORT

(N.S. 11323/32.—13.4.1933.)

As a result of consideration of the reports of trials carried out, sisal cordage has been temporarily adopted for use instead of manila cordage, for the following services, but not for boats' falls:—

(a) 50 per cent. of requirements for:—

Towing hawsers.

Heaving and hauling lines.

(b) Entirely for:—

Side screen martingales.

„ „ outhauls.

„ „ topping lifts.

„ „ inhauls.

„ „ tackles.

Hemp hook ropes.

Coaling whip outhauls.

Dressing line whips (tailing).

Sounding spar outhauls.

Anchor buoy ropes.

Collision mat lowering lines.

Nose and tail lines for torpedoes.

Awning lacings.

Heaving lines for boat ropes.

Creeper ropes.

Awning earrings.

Coaling whip downhauls.

Dressing line downhauls.

Sounding spar martingales.

Compressor falls.

Guest warps.

Burton falls.

Lacings for canvas fixtures,

small awnings, blast screens,

side screens, windsails,

boats' covers, canopies,

tarpaulins, etc.

2. The following characteristics of sisal were noted during the trials and should be borne in mind by users:—

(i) Higher initial breaking strain than manila.

(ii) Much better appearance when new owing to the lighter colour of the fibre.



- (iii) Absorbs water at a much quicker rate when in a dry condition, and sinks more rapidly than manila. After prolonged exposure to wet, the absorption of sisal and of manila is about the same.
- (iv) When used for towing hawsers, heaving and hauling lines, it is flexible and easy to handle, especially when wet.
- (v) Shrinks in length when wet, and requires tending continually in variable weather.
- (vi) Swells when wet, but generally not sufficiently to interfere with the working of the rope in blocks.
- (vii) Elongates considerably under load, particularly when wet, and sometimes becomes long-jawed. Under some conditions the rope returns to its original size after the load is removed, but generally the extension is more or less permanent.
- (viii) Becomes greasy and slippery when wet, and greater care is necessary when working it round a cleat or bollard.
- (ix) After prolonged use, tends to chafe and fray, and discolour; and precautions are necessary to ensure that it does not come into contact with anything, particularly when load is on.

3. Sisal, like other hemp fibres, is very susceptible to contamination, and special measures should be taken to ensure that sisal, and all other descriptions of cordage, are stored in well ventilated store rooms on board ship before being put into use; also that during its storage, and when in use subsequently, no part of the cordage should be allowed to come into contact with acid, or with any substances which contain acid in their composition.

4. At the present market prices, sisal cordage is cheaper than manila, and, in addition, it is an Empire product. The price of cordage made from either of these fibres is approximately half that of tarred or other soft hemp cordages of similar size. In these circumstances the normal period of usefulness for either sisal or manila can be regarded as substantially less than that for hemp cordage.

5. To enable sisal cordage to be readily distinguished from manila cordage, arrangements are being made for the distinguishing marks to be placed in two strands of the rope, compared with the marking in one strand only in all other descriptions.

6. In the event of any defects arising from the use of sisal cordage, an immediate report is to be forwarded. Particulars as regards the source of supply of the cordage, the period cordage remained on board before being put into use, the actual dates of fitting the cordage, and when it became defective, should be reported, together with particulars of the service for which used. A sample of the defective cordage should be clearly labelled and forwarded to Chatham. In the case of a rope actually parting the fractured portions should be forwarded in addition to a portion of the used cordage.

7. It is not anticipated that supplies of sisal cordage with the new marking will be available for issue until the latter part of 1933.

8. Pending the preparation of a specification, the working and proof loads and the minimum breaking strains for manila cordage (*see* Chapter 3, Part II, Manual of Seamanship, Volume I) should be regarded as applicable to sisal cordage.

9. *Dockyards only.*—For the present, sisal cordage—except as regards marking—is to conform, on manufacture, to Specification T.G. 30 for manila ropes, and, pending experience of expenditure, 50 per cent. of manufacturing yards' own requirements, and of dues to other yards of manila cordage, should be made from sisal, when stocks become available. Subsequently stocks are to be maintained on an expenditure basis.

### 944.—Local Purchases—Cash Discounts for Prompt Payment of Accounts

(C.P. 6223/33.—13.4.1933.)

The following discounts are allowed by the firms named for prompt settlement of accounts:—

Singer Sewing Machine Co., Ltd. 2½ per cent. on all orders (excepting Type Z.28K4 hand machine with base and cover) subject to payment being made in 30 days from end of month in which goods are invoiced.

All enquiries and orders to be sent to Singer Building, City Road, London, E.C.1, except those for goods for H.M. Dockyard, Devonport, which should be sent to 87, Victoria Street, Bristol.

Renold and Coventry Chain Co., Ltd., Didsbury, Manchester 3½ per cent. for payment within seven days from date of invoice, or 2½ per cent. for payment during month following date of invoice. These discounts to apply to all orders except those under £1 in value.

Order for Brampton Bros. to be sent to Renold and Coventry Chain Co., Ltd.

2. When these firms are invited to tender, the clause which reads "Net prices should be given, all trade discounts *including cash discounts* being allowed in the quotations", as printed in current forms of invitation to tender (D.258-d and h) should be deleted, the words "*All trade discounts should be allowed in the quotation*" being inserted in lieu.

3. Attention is directed to the necessity for reporting promptly all local purchases for which payment will be made by the Admiralty in order that these discounts may be secured.

### 983.—Medical Stores—Invoices and Packing Notes

(M.D.G. 3480/33.—20.4.1933.)

All cases and packages of medical and dental stores sent to the Naval Medical Depot, Deptford, or to other medical establishments, are to be clearly marked on the outside, indicating the character of the contents, consigning officer and name of ship or establishment, together with the date of despatch. Invoices in triplicate are to be posted immediately showing the same date and other identification marks.

2. Packing notes are to be enclosed in each particular case or package showing its contents in detail, except those packages containing definite quantities of stores, *e.g.*, medicine chests, bales of dressings, etc., packed to scale.

### 1075.—Boats' Crooks

(D. 15677/32.—4.5.1933.)

With a view to effecting economy in the use of boats' crooks, trials have been carried out in which knees, etc., sided to approximate size, have been issued to ships and services instead of crooks. For this purpose 50 per cent.—60 per cent. of deliveries of crooks were sided on delivery and placed in store for issue, suitable arrangements being made during storage to prevent warping and distortion.

2. As a result of these trials, it has been decided that the above procedure should be continued at home dockyards so far as issue to ships for use in repairing boats by ships' staffs is concerned. Owing to the tendency of sided materials to warp and deteriorate if stored for lengthy periods this procedure is not to apply to crooks of pattern numbers which are infrequently demanded.

For boat building and repair work done by the dockyards crooks are to be cut as requirements arise.

3. With regard to dockyards abroad, the practice of selecting crooks and cutting to meet requirements as they arise, is to be reverted to.

### 1238.—Towage on the River Tyne—Contract

(C.P. 2769/33.—25.5.1933.)

A contract has been arranged through the Admiralty Agents, Messrs. Wm. Mathwin & Son (Newcastle), Ltd., Newcastle-on-Tyne, with Messrs. Redhead & Dry's Tugs, Ltd., of 27, Quayside, Newcastle, for the provision of towage assistance in the River Tyne.

2. The contract will apply to destroyers, submarines, sloops, fishery-protection vessels, and all ships of merchant type, but it is not incumbent on tank vessels proceeding to the Tyne for docking to use this contract as the docking firms have their own towage arrangements.

3. Cruisers and vessels of heavier classes are not covered by the contract, but arrangements for such ships can be made on each occasion, in case of need within twenty-four hours.

4. Application should be made to Messrs. Wm. Mathwin & Son (Newcastle), Ltd., for all towage assistance on the Tyne, as much notice as possible being given.

5. Contractors' claims for payment will be settled by Messrs. Mathwin, and must be supported by a voucher from the Commanding Officer or Master, giving particulars of the services performed and the nett registered tonnage of ship or vessel concerned, and stating whether the towage has been carried out satisfactorily.

6. This contract will be in force until 22nd March, 1934, inclusive, continuing thereafter subject to one month's notice of termination.

### 1371.—Towage Assistance for H.M. Ships and Vessels in Terneuzen—Ghent Canal

(C.P. 10181.—8.6.1933.)

Particulars of a contract with Messrs. C. W. Kellock & Co., Ltd., the London agents of the Union de Remorquage et de Sauvetage (Société Co-opérative) of Antwerp, for towage assistance in the Terneuzen-Ghent Canal, have been promulgated. The contract has been extended until 6th May, 1936, at the following reduced charges, which apply as from 18th May, 1933:—

<i>Lloyd's Nett Register Tonnage</i>	<i>Up to 2,000</i>		<i>Above 2,000</i>	
	£ s. d.		£ s. d.	
From Terneuzen roads into outer harbour or locks, and from outer harbour into or through locks, or <i>vice versa</i> , for each tug employed ...	5	0	5	0
From Terneuzen roads to Terneuzen docks, or <i>vice versa</i> , for each tug employed ...	5	0	7	10
From Terneuzen roads to Sluiskil, or <i>vice versa</i> , for each tug employed ...	5	0	7	10
From Terneuzen roads to Sas van Ghent, or <i>vice versa</i> , for each tug employed ...	8	0	10	0
From Terneuzen roads to Selzaete, Bagatelle and Ghent, or <i>vice versa</i> , for each tug employed	10	0	12	10
			for first tug	
			10 0 0	
			for second tug	
For shifting at Terneuzen from one berth to another for each tug employed ...	3	0	5	0
From Terneuzen canal, just inside locks or outer harbour, for each tug employed ...	3	0	5	0

The above rates are subject to a rebate of 20 per cent.

2. There will be no extra charge for night or Sunday work.
3. The above tariff charges do not apply in the port of Ghent itself.
4. If the Society's towage rates are reduced during the period of the contract the Admiralty is to have the benefit of any such reduction.
5. The vessels to be towed will be required to provide their own hawsers and towlines.
6. Payment will be made by the Director of Navy Accounts, Cornwall House, Stamford Street, London, S.E.1, upon presentation of a claim from the firm, supported by a voucher from the Commanding Officer or Master, giving particulars of the services performed and the nett registered tonnage of the ship or vessel concerned.
7. A condition of the contract is that H.M. ships and vessels shall use no tugs other than those belonging to the Union de Remorquage et de Sauvetage (Société Co-opérative).

### 1420.—D.S.E.A.—Replacement of CO<sub>2</sub> Absorbent

(N.S. 5935/33.—15.6.1933.)

Sets of D.S.E.A. stowed in submarines are to be charged with fresh CO<sub>2</sub> absorbent as follows:—

*Home Stations.*—At intervals of about twelve months and not more than fifteen months.

*China and Mediterranean Stations.*—At intervals of about six months and not more than eight months, pending further instructions when results of trials under tropical conditions are definitely known.

(A.F.O. 668/32.)

### 1468.—Canteens in Fleet Establishments and at Fleet Bases— Accounting for Furniture—REPORT

(N.S. 13261/32.—22.6.1933.)

The following procedure for accounting for the various articles of furniture provided by or at the expense of the N.A.A.F.I. or Canteen Committees of Chief Petty Officers, Petty Officers or men, in Naval canteens for the maintenance, replacement and repairs of which (as far as defects arise from fair wear and tear) the Admiralty are prepared to accept liability, is promulgated for information and necessary action. In the majority of the canteens concerned, Naval Administrative Authorities have already been notified of the articles for which the Admiralty agree to take over liability in this manner.

#### *Accounting Procedure*

A.—Canteens within the precincts of the R.N. and R.M. barracks.

Canteens in other shore Naval and Marine establishments.

B.—Other canteens.

{ Articles to be added to the existing Account of Naval Stores by the Naval Store Accounting Officer of the establishment or dépôt ship for the benefit of the men of which the canteen is run.

New inventory to be prepared, or articles added to existing inventory by the (Superintending) Naval Store Officer of the nearest dockyard.

2. The inventories under "B" are to be subject to an annual check as soon as possible after 31st March, by representatives of the officers by whom they are kept in conjunction with the Corporation Managers or Canteen Committee representatives concerned to ensure that the articles are correct, and an annual report forwarded to Admiralty (N.S.) accordingly.

# **\*1783.—Contracts for Overcoats and Class I, Class II, and Class III Uniform Clothing at Home Ports**

(C.P. 12052/33.—27.7.1933.)

The following particulars of contracts in force for making up uniform clothing are promulgated for information :—

## *Contracts C.P.16033/31 for Making up Overcoats and Class I and Class III Uniform Clothing*

*Deptford, Chatham, and Sheerness.	Messrs. Richard Wade & Son, 138, High Street Chatham.
Portsmouth ... ..	Messrs. A. Fleming & Co. (Outfitters), Ltd., 11, Edinburgh Road, Portsmouth.
Devonport ... ..	Messrs. G. Lake & Co., 21, William Street, Devonport.
†Firth of Forth ... ..	Messrs. Manclark & Son, 49, Pitt Street, Edinburgh.

\* Measuring and fitting at Sheerness will, if required, be carried out by Messrs. Wade's agent, Messrs. Turk Bros., Blue Town.

† Messrs. Manclark will arrange for measuring, fitting, and trying on to be carried out on board H.M. depôt ship, or any other ships at Rosyth when requested to do so.

## *Contracts C.P.11555/32 for Making up Class II Uniform Clothing (Made-to-Measure)*

Deptford, Chatham, and Sheerness.	Messrs. Richard Wade & Son, 138, High Street, Chatham.
Shotley ... ..	Messrs. C. H. Bernard & Sons, Ordnance Buildings, Harwich.
Portsmouth ... ..	Messrs. Bob Tanner & Co., 96-98, Queen Street, Portsmouth.
Devonport ... ..	Messrs. C. H. Bernard & Sons, 12, William Street, Devonport.
†Firth of Forth ... ..	Messrs. Bob Tanner & Co., 96-98, Queen Street, Portsmouth.

†Facilities for measuring the men (and fitting and trying on the garments as necessary) will be available at the premises of Messrs. Featherstones, Ltd., Commerce House, 255, Admiralty Road, Rosyth, and their representative will attend at H.M. depôt ship at Rosyth or at any of H.M. ships in the Firth of Forth for this purpose, if required.

2. The conditions of contract for making up Class I, Class II, and Class III uniform suits include the following :—

“ The clothing shall be made to measure and . . . serge clothing shall be tried on, both ‘ basted ’ and finished, if required by the man. There shall be no undertaking to try on white clothing. The measuring shall be carried out at the ship (but only if in the harbour at Devonport), barracks, or Contractor's premises as required by the officer giving the order, but the trying on shall be done at the Contractor's premises. All the articles shall be in every respect equal to the standard patterns as regards make, shape, and workmanship, except that in serge, drill or duck jumpers the fitting of inside pockets shall be at the option of the man.

“Any alterations required to make the garments fit properly to the satisfaction of the proper officers shall be made promptly by the Contractor, and the garments returned without delay. In no case shall the time from the receipt of the garments to their re-delivery exceed four days. All garments shall be well pressed, and shall be folded and delivered in such manner as to ensure a minimum of creasing.”

3. Special care should be taken in the examination of suits on delivery by Contractors to ensure that they are correct both in respect of materials and fit, and if the exigencies of the Service permit, the examination should be made in the presence of the purchaser and the Contractor (or his representative) to ensure that the suit is to the purchaser's satisfaction before it is finally accepted. It is essential that officers responsible for the acceptance of the suits should make themselves fully conversant with the contract conditions.

N.B.—It is important that only the original receipt on Form D.55 should be issued for contract supplies. In the event of a Contractor failing to trace the original receipt and applying for a duplicate, the application should be forwarded to the Admiralty (Director of Victualling), with an indication as to whether the supply was duly received.

4. Steps are to be taken to bring prominently to the notice of ratings the facilities for obtaining Class I, Class II, and Class III uniform suits made to measure under these contracts, and the advantages of so doing.

5. The conditions of the contracts are as shown in the schedule already distributed in accordance with Form U.2B.

6. Ships or establishments which desire to make use of these contracts and have not received copies of the contract schedule under the distribution arrangement referred to in the penultimate paragraph of this Order should apply to the Director of Navy Contracts.

### **2154.—Government Stores—Shipments to South American Ports for H.M. Ships**

(V. 2162/33.—14.9.1933.)

Arrangements should be made in future for certificates of origin and consignee's copies of bills of lading for Government stores, sent to H.M. ships at South American ports, to be forwarded to the Board of Trade Shipping Agents (accompanied by an envelope properly addressed and stamped for air mail) for despatch to the British Consulate at the port concerned as soon as possible after completion.

2. They are required to be sent by air mail (*aero postale*), as it is necessary for them to be available ten days before the stores are required so as to enable the customs' clearance to be arranged.

3. Stores forwarded to South American ports for H.M. ships should, in future, be consigned to the appropriate British Consulate, for the Commanding Officer of H.M. ship concerned, *e.g.* :—

His Britannic Majesty's Consul-General,  
Buenos Aires,

For Commanding Officer,

H.M.S. ....

Copies of bills of lading *in duplicate*, accompanied by a covering letter for each consignment, should be forwarded to the British Consulate concerned, by air mail as above, regardless of the number of copies required for other purposes.

### **2506.—Fuel, Aviation—Distribution to Fleet Air Arm— Revised Procedure**

(N.S. 022/33.—12.10.1933.)

In future, the Admiralty will be entirely responsible for the distribution of aviation fuel, required by the Fleet Air Arm at home and abroad, as well as for the receipt and storage of any aviation fuel returned from aircraft carriers or other H.M. ships prior to refit, etc.

2. To ensure that stocks defuelled from aircraft carriers, or other H.M. ships, are utilised at the first opportunity, all demands from aircraft carriers or other H.M. ships, for replenishments of stocks of aviation fuel, are, in future, to be forwarded to the appropriate Naval Store Officer, instead of, as at present, to Coastal Area Headquarters, R.A.F., or to the parent Royal Air Force Unit.

3. On receipt of demands for aviation fuel, the Naval Store Officer is to make all arrangements for the supply of the fuel required, either from stock, including returned spirit in his custody (returned aviation fuel is to be issued at the first opportunity after a favourable test report has been received, *see* paragraph 20) or by placing orders with contractors. The orders should indicate the method of delivery desired and, provided reasonable notice of requirements is given to contractors, they should be able to effect delivery by the method most convenient to the service requiring the fuel. R.A.F. Form 531 is to be used when placing orders with contractors.

4. Except for stocks carried on board oilers for replenishment purposes, the conveyance of aviation fuel in bulk from shore to ship on delivery from contractors, can be undertaken by the Naval Store Officers only when petrol lighters are available for this service.

5. The cost of the aviation fuel required by the Fleet Air Arm is an Air Ministry liability and that department will be responsible for arranging contracts for the supply of the fuel and for ensuring that adequate quantities of aviation fuel and containers are available, under the contracts, to meet Fleet Air Arm requirements. Arrangements have been made to amend all relevant contracts for the supply of aviation fuel to include the Naval Store Officer as an additional requisitioning officer, and copies of the appropriate contracts will be forwarded from the Admiralty to the Naval Store Officers concerned. Particulars of subsequent amendments to the contracts will be distributed by the Admiralty. Standing contracts exist for the supply of aviation fuel at Sheerness, Rosyth, Invergorden, Portsmouth, Portland, Devonport, Hong Kong, Singapore, and Malta.

6. At ports for which standing contracts do not exist, e.g., Bermuda, Simonstown, Gibraltar, Trincomali, and Colombo, arrangements for the replenishments of the stock of aviation fuel will be made by the Air Ministry, on Admiralty requisitions which will be based on the information contained in the monthly telegrams referred to in paragraph 7.

7. Every station abroad on which stocks of aviation fuel are maintained, either by the Admiralty or by contractors, is to report by telegram, not later than the 7th of every month, details of the stocks on shore and in H.M. ships, at the end of the preceding month and of the expenditure in H.M. ships during that month. These reports are also to include particulars of supplies received from contractors during the month.

8. Supplies from contractors will be invoiced, on R.A.F. Form 530, to the Naval Store Officer, who is to verify the quantities in accordance with the usual Admiralty procedure, and furnish contractors with a receipt on the original copy of the form. The duplicate copy of Form 530 is to be retained by the Naval Store Officer as a supporting voucher to the record referred to in paragraph 15.

9. At home yards and Malta supplies are to be entered on Account of Receipt, a copy of the Account of Receipt being forwarded direct to the Secretary, Air Ministry (F.M.), to enable payment to be made. On receipt of the completed original Form 530, contractors will forward to the Naval Store Officer a bill (R.A.F. Form 666) which is to be certified by him and then forwarded to the Air Ministry.

10. At Gibraltar, Bermuda and Simonstown the quantities of fuel delivered by contractors are to be reported direct to the Secretary, Air Ministry (F.M.). The report should state whether the barrels are received in good condition, the quantity of fuel delivered, and that the quantity delivered has been duly accounted for in the record referred to in paragraph 15. To avoid delay in effecting settlement of contractors' bills, Form 666, supported by shipping documents, will be forwarded by contractors direct to Air Ministry and will not require to be certified by the Naval Store Officer.

11. At Hong Kong, the original copy of the receipted Form 530 is to be forwarded to the contractor and the duplicate retained as a supporting voucher to the account mentioned in paragraph 15. A certified true copy of the receipt furnished to the contractor is to be forwarded to the Secretary, Air Ministry (F.M.). Contractors will render bill (R.A.F. Form 666) direct to the Air Ministry.

12. At Singapore the procedure is to be as for Hong Kong, except that the certified true copy of the Form 530 is to be forwarded to the Command Accountant, Royal Air Force, Singapore.

13. The Naval Store Officer and Superintendent, Trincomali, is to raise receipt vouchers (R.A.F. Form 530) in respect of each quantity received at either Trincomali or Colombo, and to certify the original copy and forward it to the Commanding Officer, R.A.F. Base, Singapore. The duplicate copy of Form 530 is to be retained as a supporting voucher to the account referred to in paragraph 15. Messrs. Delmege, Forsythe and Company will notify the Naval Store Officer and Superintendent of the quantities actually received at Colombo.

14. Particulars regarding the disposition of the supply, *i.e.*, details of issue to H.M. ships or whether taken into stock, are to be inserted on the bill, Form 666, or receipt, Form 530, at time of certification. When the fuel has been supplied to an aircraft carrier, the R.A.F. receipt voucher number for the supply is to be inserted on the bill, or receipt. When supplied to H.M. ships other than aircraft carriers, particulars of each issue are to be given on the bill, or receipt, with a certificate that an issue voucher, duly receipted, has been received from the ship supplied.

15. The Naval Store Officer is to keep a suitable record of all transactions in aviation fuel.

#### INSPECTION PROCEDURE FOR DELIVERIES OF AVIATION FUEL BY CONTRACTORS AT HOME

16. Deliveries of aviation fuel from contractors are to be checked by the Naval Store Officer in regard to quantity only. The contractor will supply, with each consignment of aviation fuel, a release note (advice note and inspection certificate), and no consignment is to be accepted unless the relevant release note (advice note and inspection certificate) is to hand.

On giving an acknowledgement of receipt to the contractor, and when forwarding the bill or receipt to the Air Ministry, or other authority, for payment, the Naval Store Officer is to certify only as to the quantity *and not as to the quality*. Aviation fuel delivered by contractors may be issued immediately on receipt, provided that samples are first taken in accordance with the following inspection procedure.

17. A 3-pint sample is to be taken from each consignment of aviation fuel received from a contractor. This sample is to be taken from the contractor's tank wagon, or other container, at the time of delivery. Where two or more tank wagons are concerned in a consignment, a sample is to be taken from each wagon. If required by the contractor, a duplicate 3-pint sample will be taken in the case of road-borne deliveries of aviation fuel. This sample is to be taken and sealed in the presence of the driver and/or other authorised agent of the supplying contractor and handed over to the contractor's representative, a receipt being obtained on the contractor's delivery note (*see* paragraph 24). When giving the carman his discharge, the Naval Store Officer, or his representative, is to endorse the contractor's book, or other document, "Sample handed to carman."

18. When taking samples of aviation fuel, the following conditions are to be observed:—

- (i) Care is to be taken that the containers are perfectly clean. In all cases the container is to be washed out with the same type of fuel as the sample for which it is to be used.
- (ii) Care is to be taken to ensure adequate means of sealing.
- (iii) Where delivery is made by road tank wagon, the best method of sampling is by dipping through the filling orifice well down into the centre of the wagon, and this is to be done wherever possible. In many cases drivers of wagons are provided with a special sampling device which will enable this method to be complied with. The driver is to be asked whether he has such a device.



- (iv) Where this method of taking the sample is impracticable, it will be necessary to draw the sample from the outlet pipe, and the sampling is to be deferred until approximately half the contents of the tank are emptied. This will ensure that the sample taken is representative of the bulk and is not contaminated with other fuel remaining in the pipes from previous consignments. Sampling from the outlet pipe without this precaution is totally useless and is forbidden.

19. The original sample is to be held by the Naval Store Officer and full particulars notified to the Secretary, Air Ministry, in accordance with the following *pro-forma* :—

To The Secretary,  
Air Ministry (I.M.),  
Kingsway, W.C.2.

*Inspection of Aviation Fuel*

In accordance with instructions, the following particulars are forwarded relating to the receipt of consignment of fuel at this yard :—

- (i) Name of contractor and contract number.
- (ii) Type of fuel.
- (iii) Date received.
- (iv) Quantity received.
- (v) Contractor's release note number (advice note and inspection certificate).
- (vi) Name of filling depot.
- (vii) Sample number.
- (viii) Method of delivery (rail tank wagon, road tank wagon, barrels, or barge (bulk)).

Certain of these samples will be utilised for test, and when such samples are required instructions will be issued by the Air Ministry on Form 694. If no instructions are received within one month of notifying the Air Ministry, the sample is to be returned to bulk.

20. For the examination of aviation fuel discharged from H.M. ships and aircraft carriers, a 3-pint sample is to be taken from every bulk quantity so discharged and forwarded forthwith to Kidbrooke for test as directed in paragraph 21. A further sample is to be taken and forwarded to Kidbrooke subsequently, at intervals of three months. Notification of the despatch of the sample, together with particulars (on the lines laid down in paragraph 19) relating to the bulk quantity from which the sample has been taken, is to be forwarded to the Secretary, Air Ministry (I.M.). *Each bulk quantity of aviation fuel returned from a carrier or other H.M. ship is to be stored separately and must not be re-issued for aircraft use until a favourable test report has been received. Steps are to be taken to ensure that the fuel is adequately filtered on re-issue.*

21. All samples forwarded for test are to be marked with the type of fuel, name of contractor, contractor's release note number (advice note and inspection certificate), date of delivery, yard to which delivered, contractor's depot from which supplied and a sample number for reference purposes. These particulars are to be inserted on a tie-on label, which is to be securely attached to the container of the sample. The samples are to be forwarded by rail, in special tin bottles, packed in sawdust, in wooden cases to :—

The Inspector-in-Charge A.I.D.,  
Test House,  
No. 1 Stores Depot,  
Royal Air Force,  
Kidbrooke, S.E.3.

So that the carrier's note may be readily correlated with the package, it is essential that all details of the carrier's note be filled in. In addition, the application number quoted on A.M. Form 694 should be included on the carrier's note.

Bottles, tin, inflammable liquids, 3 pints, ref. No. 40D/363, are to be used for this purpose, and may be obtained on demand from No. 3 Stores Depôt, Royal Air Force, Milton. The wooden cases should be made up locally, as a charge against the Air Ministry. Each package is to have a label attached bearing the words "Highly inflammable" printed in conspicuous characters, and stating the precise nature and description of the contents, also the names and addresses of the sender and consignee.

22. The sample number referred to in paragraphs 19 (vii) and 21 is to be inserted by the Naval Store Officer on the advice and inspection note (R.A.F. Form 530) by which the consignment is brought on charge as follows:—

Sample for A.I.D. No.....

The sample number is also to be inserted on the bill (R.A.F. Form 666) when the latter is checked with the advice and inspection note.

23. The issue of aviation fuel as samples in accordance with these instructions, need not be noted in the Naval Store Officers' records.

24. Containers, for the duplicate sample to be handed to the contractor's representative (in the case of road-borne aviation fuel), will be provided by the contractors.

#### INSPECTION OF SUPPLIES OF AVIATION FUEL ABROAD

25. For the present no samples are to be drawn from aviation fuel supplied abroad. Fuel transferred from aircraft carriers, or other H.M. ships, into lighters abroad, may also for the present, be re-pumped into carriers, etc., without sampling, provided it is adequately filtered during the operation. Further instructions will be issued in due course in regard to the procedure to be adopted abroad for sampling aviation fuel.

### 2998.—Ships' and Boats' Badges and Mottoes

(M.F. 6655/33.—21.12.1933.)

The selection of ships' badges and mottoes is made on the recommendation of an Admiralty Committee on Ships' Badges. The design work for the committee is carried out by Mr. Charles J. Foulkes, O.B.E., B.Litt., F.S.A., who holds the appointment of Adviser on Heraldry to the Committee.

2. A sketch of each new design of badge approved is issued for insertion in the Captain's Ship's Book, together, where necessary, with a statement of the reasons for the adoption of the particular design and an explanation of the motto.

3. Orders concerning the supply of ships' and boats' badges for H.M. ships and reproduction of designs for the public have been consolidated as follows:—

#### A.—Badges for H.M. Ships.

- (i) H.M. ships should forward requests for supply of badges to the Superintending Naval Store Officer, Chatham, who, if the approved carving of badge for the ship concerned is available, will arrange supply within the limit of the allowance noted below, or, if the carving is not available, will forward the request to the Admiralty for instructions.
- (ii) New carvings will be forwarded, after completion by contractor, to Chatham. When the carvings have been inspected and passed, the Superintending Naval Store Officer, Chatham, will inform the Commanding Officers of the ships concerned, and will request details of the badges required to complete, on the following basis:—

Two large badges for each cutter or larger boat.

Two small badges for each gig or smaller boat.

One spare boat's badge of each size and type allowed.

- (iii) All work in connection with the casting and finishing off of badges will be carried out at Chatham, and the carvings will be stored at that yard.
- (iv) The cost of the badges is to be charged direct to the ships concerned in dockyard accounts.

- (v) The ship's badge will be dealt with as a "fixture," and an estimate of the cost of its production should be approved before manufacture is proceeded with. The boats' badges will be supplied as permanent sea stores, and the approved allowances, as shown in A (ii) above, are embodied in the Sea Store Establishments concerned.
- (vi) Ships' and boats' badges in H.M. ships and shore Naval establishments are to be accounted for in the Shipwrights' fixture list, and the pertinent Naval Store Account respectively.
- (vii) Ships' and boats' badges and scrolls are to be removed from ships to be prepared for sale, and taken on Naval store charge at a professional valuation for possible use in other ships of the same name. As there is no certainty, however, that further use will necessarily be found for the articles, the professional valuation at which they are taken on charge should be the value they might be expected to realise if disposed of by sale.
- (viii) The large ships' badges and scrolls of ships which took part in the Great War are to be deposited with the Imperial War Museum on loan until required again, the cost of packing and transport, which should be kept as low as possible, being charged against the Museum authorities. Those of other ships are to be retained at their home dockyard. All transactions in regard to loan of badges to the Museum are to be dealt with by Chatham Yard, and any badges sent to the Museum by other yards are to be invoiced to Chatham accordingly.
- (ix) All boats' badges removed from ships to be prepared for sale are to be sent to Chatham Yard for storage.
- (x) Badges and scrolls will not be available for sale to private individuals.

*B.—Reproduction of Badge designs for the Public.*

- (i) The Crown copyright of the designs officially approved as the badges of H.M. ships is vested in the Controller of H.M. Stationery Office by Royal Letters Patent. Permission to reproduce the designs is granted to the public on payment of a royalty fee of one shilling in respect of each design reproduced.
- (ii) A photograph of the design, together with information as to colours and motto, is obtainable on payment of 1s. 6d. for each badge.
- (iii) Applications should be addressed to:—

Charles J. Foulkes, Esq., O.B.E., B.Litt., F.S.A.,  
c/o Imperial War Museum,  
South Kensington,  
S.W.7.

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## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

## 1923

## 2590.—Note Books

*Battleships, Battle Cruisers and Cruisers.*

(Sta. 6671/23.—28.9.1923.)

Arrangements have been made with H.M. Stationery Office to print, on repayment terms, note books containing particulars of the ship, posters of regulations, sentry's and other special orders, etc., which may be considered necessary for Battleships, Battle Cruisers and Cruisers, on a ship being commissioned, or in anticipation of commissioning, for circulation to different departments at the discretion of the Commanding Officer. The cost will be assessed on Stationery Office contract rates, and charges will consequently be less than would otherwise be the case.

Note Books produced by Ships' Officers for printing may contain extracts from books issued "For Official Use Only" (O.U. series), but on no account is confidential information to be included, and the use of the printed note books should be restricted to H.M. Service.

When such note books are required to be printed application should be made direct to the Controller, H.M. Stationery Office, Prince's Street, Westminster, London, S.W.1, quoting that Department's Letter of 11th October, 1919, to Admiralty, L.3705/19, the application being accompanied by the Commanding Officer's certificate that the printing is essential for the ship. The cost will not be chargeable to Public Funds, and H.M. Stationery Office will claim on the Commanding Officer.

As far as possible "copy" for printing should be typewritten, but in any case clearness of "copy" is essential to avoid errors.

## 1925

## 61.—Text Books—Supply to H.M. Fleet for Issue on Repayment—REPORT

(Sta. 6257/24.—2.1.1925.)

For the purpose of pursuing private study, a Naval Rating or Marine may, if he wishes, obtain an educational text book from the Admiralty provided it is allowed for school use in H.M. Ships. These educational books will be issued only on repayment.

2. No stock of books will be kept in H.M. Ships for this purpose, and any required must be demanded specially. The demands are to be sent to the Admiralty (K.S.P.), and *not* to the Superintendent, R.N. Store Office, West India Docks.

3. Arrangements are to be made for all requests for these books to be incorporated in one demand instead of being separately demanded for each man. Casual demands may be forwarded when men are drafted to relieve others during a commission.

4. If a man requiring a text book has been transferred to another Ship or Shore Establishment before he has received his book, particulars of such transfer should at once be reported to the Admiralty (K.S.P.) by the Accountant Officer demanding the book, to enable the supply to be diverted as necessary.

5. The charges to be recovered from each Rating for books of this character will be inserted on the advice notes, and, when recovered, these sums are to be debited in the Ship's Cash Account as received on H.M. Stationery Office Account.

## 1927

## 36.—Writing Inks

(Sta. 6405/26.—7.1.1927.)

The following particulars of the various writing inks supplied by H.M. Stationery Office are promulgated for information.

The inks supplied for ordinary writing purposes are as follows:—

- Blue black record ink.
- Blue black general service ink.
- Blue black ink powders.
- Coloured inks and ink powders.

Of the above, blue black record ink and blue black and coloured ink powders only are supplied to H.M. Ships and Naval Establishments.

*Blue Black Record Ink* gives permanent results and is to be used for records of a permanent nature.

*Blue Black General Service Ink* is suitable for use when absolute permanence is not essential. This ink is to be used for work which manifestly will not become records. Writing produced with this ink will last a period of 10-20 years, according to the degree of exposure.

*Blue Black Ink Powders* are supplied to Services where the risk of breakage of the bottle, while in transit, and the cost of packing and carriage of fluid ink would be considerable; this applies to H.M. Ships and Naval Establishments generally. The ink prepared from blue black ink powders gives results similar to the general service ink.

*Coloured Inks and Ink Powders* (including red) are, generally speaking, fugitive and are on no account to be used for work which is not of a purely temporary nature.

*All notations on Service Certificates and History Sheets* should be made with blue black record ink, red or other coloured inks are not to be used for the purpose in any circumstances.

## 452.—Wrapping Materials

(Sta. 3933/26.—18.2.1927.)

The cost of packing materials for the purpose of parcelling the clothing of new entries for return to their homes is chargeable to Navy Votes, and supplies are to be obtained from the appropriate storing yard.

The wrapping materials supplied by H.M. Stationery Office in satisfaction of stationery demands are intended for ordinary office purposes only, and supplies required for other purposes are not to be included in demands for stationery.

## 510.—S.519, Junior Officers' Journals—Demands for Re-binding

(Sta. 7030/26.—25.2.1927.)

Demands for the re-binding of S.519, Junior Officers' Journals, will in future be carried out to the two following patterns only, at the charges quoted:—

	s.	d.
½ buff buckram (i.e., original pattern of book) ... ..	9	6
Stout blue roan, with cloth sides ... ..	17	0

2. Demands for re-binding should be forwarded through the Accountant-Officer of the ship or establishment, on Form D.2c, and, if necessary, should indicate the address to which the re-bound volume is to be sent.

3. The appropriate sum as quoted above should be charged on the despatch of the volume, and brought to account as a credit to the vote of H.M. Stationery Office.

4. Midshipmen will be allowed to have their journals re-bound in  $\frac{1}{2}$  buff buckram only. Officers, after completion of service as midshipmen, will be allowed the alternative of the more expensive binding.

5. Re-binding must on no account be carried out otherwise than in accordance with the above procedure.

#### 1441.—Maps and Plans of Works, etc.—Care and Custody

(M. 01005/26.—27.5.1927.)

It has been decided that, in order to prevent Admiralty Maps and Plans of Works, etc., from falling into improper hands, all such documents which are not definitely available for public information are to be marked "For official use only."

2. All plans, maps, etc., marked "For official use" received from the Admiralty are to be taken on charge by the department concerned and a record is to be kept of issue and final disposal of all copies so received.

3. All plans, maps, etc., which come under the category of "Official use" documents prepared and duplicated locally are to be so marked. They are to be accounted for as indicated above.

4. Care should be taken to ensure that copies of plans, etc., are withdrawn from holders as soon as the necessity for their retention disappears.

5. Maps, plans or working drawings, issued to anyone outside H.M. Service in connection with contracts or as a part of some instructions or information, are not to contain any details beyond the minimum which is appropriate and necessary for the purpose for which they are prepared.

6. Further instructions will be given as to the marking of similar plans, etc., which are of such a nature as to be considered secret; in the meantime the existing regulations with regard to the care and custody of secret plans and documents are to be observed.

7. A separate Admiralty Fleet Order will be issued regarding the issue and custody of Admiralty charts which are not available for public information.

8. This Order is not intended to apply to official drawings relating to design and construction of H.M. ships, and the existing regulations in force for safeguarding such drawings are to be observed.

## 1928

#### 421.—Economy Labels—Use

(Sta. 5026/28.—17.2.1928.)

The following instructions, which embody all those now in force in regard to the use of economy labels, are promulgated for the information of all concerned :—

##### UNFRANKED ECONOMY LABELS.

1. *Ordinary unfranked* economy labels are supplied in two sizes ( $4\frac{1}{2}$  in. by 3 in. and 7 in. by  $4\frac{1}{2}$  in.), and may be used with envelopes of all sizes where this method of securing the envelope is considered to be sufficient.

##### OFFICIAL PAID ECONOMY LABELS.

2. The use of economy labels, small size, bearing the "Official paid" imprint, is to be restricted to envelopes, sizes No. 1 ( $9\frac{3}{8}$  in. by  $4\frac{1}{2}$  in.), No. 2 ( $8\frac{7}{8}$  in. by  $3\frac{3}{4}$  in.), No. 4 ( $5\frac{1}{2}$  in. by  $3\frac{1}{2}$  in.), No. 5 (5 in. by 3 in.) and 5 in. by 4 in.

3. "Official paid" economy labels are intended solely for sealing and addressing official envelopes. They are *not* to be used for the following purposes :—

- (i) On envelopes larger than No. 1 size.
- (ii) On packets sent by parcel post.
- (iii) On private envelopes or with private correspondence.
- (iv) In the manner of postage stamps.
- (v) On packets addressed to members of the general public.

4. The following precautions are to be taken to prevent the misuse of "Official paid" economy labels :—

- (i) The main stocks are to be kept under lock and key.
- (ii) Ready use supplies are to be issued to responsible members of the staff who make up letters for the post, and these supplies are to be kept locked up at night and when not being drawn upon for official use.
- (iii) Registers of letters posted are to be kept.

#### GENERAL INFORMATION.

5. When the labels are used with bag-shaped envelopes, the flap of the envelope should be on the right, and the label affixed parallel to the longer edge of the envelope with the address reading from left to right, *i.e.*, towards the flap.

6. When economy labels are used with ordinary envelopes with gummed flaps, the flaps are not to be stuck, but are to be closed by means of the label, thus permitting the repeated use of the envelope. Economy labels are never to be used on the address side of the envelopes.

7. Economy labels are not to be used with envelopes which contain confidential matter, two envelopes being used in such cases, the inner one being sealed and marked confidential. Economy labels are not to be used with letters addressed to members of the general public *nor for correspondence abroad*.

8. A very large saving of envelopes can be effected by folding forms and formal transmitting letters in such a way that the economy label can be used as a postal wrapper, rendering an envelope unnecessary. This practice is to be adopted wherever possible, but as a rule it should not be adopted for a form printed on both sides or where the form is such as to require to be safeguarded by the use of an envelope.

9. In order that incoming envelopes may be re-used, care is to be taken in opening, and the economy label is to be severed with the least possible injury to the envelope.

10. An economy label addressed as follows :—

The Accountant General of the Navy,  
(Marriage Allowance and Allotments Branch),  
Admiralty,  
Cornwall House,  
Stamford Street,  
London, S.E.1,

for use with envelopes covering communications regarding allotments and marriage allowances, is available for use in H.M. Establishments and H.M. Ships in home waters. The established number of the label is S.532, B.78. The labels are supplied on demand addressed to the R.N. Store Office, West India Docks. Demands should be restricted to the absolute minimum numbers required.

### 422.—Office Machinery—Annual Census—REPORT

*All Ships, Fleet and other Naval Shore Establishments, Warship Production Superintendents and all Overseers.*

(Sta. 6939/27.—17.2.1928.)

In order that a complete record of all typewriters, duplicators and other office machinery in the Fleet and in shore establishments may be maintained, reports are to be forwarded annually giving particulars of these machines in use or on charge on 1st January of each year. These reports, which are to be forwarded to the Secretary of the Admiralty (Stationery Branch) as soon as possible after 1st January, are to give the following information :—

- (i) Name of ship, establishment, office or department.
- (ii) Makers' names and full description, size, etc., of all typewriters, and also of all duplicators and other office machinery as detailed in paragraph 4 of this Order. The factory number of each machine is to be shown.
- (iii) Statement showing whether the machines are in full use and whether by centralising typing work or by re-allocating the typewriters, etc., any of the machines can be surrendered.

*Note (a).*—Where the number of typewriters is not fixed by Establishment, the retention of a typewriter is not justified unless it can be employed for a minimum period of 4 hours per diem.

(b) Before any machine is included in the reports, both its existence and factory number must be verified by actual inspection. Reports must not be compiled from existing records.

(c) If a factory number is prefixed by index letters, the index letters as well as the number should be quoted.

2. The reports are also to include similar information for machines which may have been removed from charge in the accounts or have been sent for repair and not returned during the whole of the preceding year for subsequent annual returns. The reason for the removal and destination are to be shown against each machine. These machines are to be shown separately in the reports.

3. Reports from dockyards and large establishments are to show the allocation of each machine.

4. These reports are to give particulars of the machines as indicated in the following list, a “*nil*” return being furnished when not any of these articles are on charge or in use :—

Press copying machines. (Roneo, etc.).

Duplicators. (State make, size, and whether flat or rotary.)

Motabradors. (Envelope openers.)

Envelope-closing and franking machines.

Note-folding machines.

Multi-post stamp affixers.

Electric photo copiers.

Photostats.

True-to-scale tables.

Gammeters.

Roneotype machines.

Dictaphones.

Roneophones.

Linotypes.

Printing presses. (In addition to factory number state size, and whether hand or power driven.)

Litho presses and machines. (In addition to factory number state size, and whether hand or power driven.)

Wire stitching machines.

Guillotines. (In addition to factory number, state length of knife.)

Addressograph machines.

Calculating machines. } (State if hand-worked or electrically driven.)

Adding machines.

5. If the position of the factory number on any type of machine is not known, application for this information should be made to the Secretary of the Admiralty (Stationery Branch.)

6. All typewriters, etc., surplus to requirements are to be returned to the Superintendent, R.N. Store Dépôt, Royal Victoria Yard, Deptford, London, S.E.8, by Ships in Home Waters and Naval Establishments at Home and Abroad, and through the Naval Store Officer of the nearest Dockyard by Ships Abroad.

7. Reports are to be forwarded through the respective Senior Officers and Superintendents.

8. On previous occasions, various small detached services failed to supply the information. It is desired that Commanders-in-Chief and Senior Officers will bring this Order specially to the notice of any detached services under their command.

### 1083.—Waste Paper—Disposal—REPORT

(Sta. 5286/28.—4.5.1928.)

The following instructions regarding the disposal of non-confidential waste paper are promulgated for the information of establishments not in possession of copies of the Home Dockyard Regulations :—

Arrangements have been made by the Postmaster-General under which Post Office waste, so far as possible, shall be disposed of through the agency of local contractors, under the direction of the Postal authorities ; these arrangements, so far as practicable, are to be utilised for Naval waste.



If it be ascertained on inquiry of the local Post Office authorities, who have received general instructions on the subject from the Postmaster-General, that they can undertake the disposal of Naval waste, the necessary arrangements should be made accordingly. Failing this, the waste should be sold by tender at the highest prices obtainable, the sums realised being credited in the Accounts to the Stationery Office Vote.

Exact records of the quantities disposed of, either through the Post Office or by sale, and the amounts realised, are to be kept, and a return forwarded to the Admiralty every six months.

Information in regard to the values realised should be obtained from local postal authorities for each consignment of Naval waste disposed of.

The returns should show the approximate weight of waste paper in each consignment, and, if rendered in terms of bags, the approximate weight of waste per bag should be stated.

The returns should cover the half-years ending 30th June and 31st December, respectively, and should be forwarded to the Admiralty as soon as possible after these dates.

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## 1929

### 157.—Telegraphic Regulations—Special Orders applicable to H.M. Naval Service

(M. 2637/23.—11.1.1929.)

#### GOVERNMENT TELEGRAMS.

Attention is called to the following regulations respecting Government telegrams, especially to regulations (iii) (b), (iv) and (vi):—

- (i) A telegram on Government service must be certified as such by the sender in the space provided in the right-hand top corner of the form.
- (ii) Only Officers of the Crown whose salary is wholly provided for out of an Annual Parliamentary Vote are entitled to send a telegram on Government service without payment. Temporary Civil Assistants are not so entitled.
- (iii) The following classes of telegrams, amongst others, even when arising out of matters connected with the Service, are not allowed to be sent as on Government service without payment; they must in all cases be paid for as private telegrams:—
  - (a) From the sender to a member of his family, advising his detention at the office on official business.
  - (b) Ordering sleeping or other accommodation at hotels or elsewhere for Officers of the Crown travelling on the public service.
  - (c) Advising an official superior of illness, except in case of urgency, when immediate steps have to be taken to provide for the duties of the sender.
  - (d) Requesting leave of absence.
  - (e) Sent by members of an Officer's family, or others, on that Officer's behalf.
- (iv) A telegram must be sent only when a communication by post will not be quick enough.
- (v) The utmost brevity consistent with clearness must be used in framing Government telegrams; needlessly long telegrams hinder the transmission of other telegrams.
- (vi) A communication of a private nature must be excluded from a Government telegram and paid for as a separate message.

#### MESSAGES TELEPHONED TO POST OFFICES FOR DESPATCH AS TELEGRAMS.

2. The sender of a Service message is to inform the Post Office operator that the message is being sent as O.H.M.S., and is on Admiralty service, and the sender is to furnish his name and rank as evidence that he is entitled to send official telegrams without prepayment. The cost of telegrams so dictated as O.H.M.S. is charged against the Admiralty. All proper names and difficult words should be spelled, spelling by analogy being resorted to in cases of words and letters having similar sounds.

The operator will read over the telegram on completion, and the repetition should be carefully checked to eliminate errors. The above instructions apply only to messages telephoned to Post Offices for despatch over the public telegraph lines. They do not apply to phonograms sent over the Admiralty private telephone lines.

When a private telegram is sent by telephone the operator is to be informed to that effect at the time the message is accepted. Private telegrams sent over public lines are not to be certified as official, and are to be paid for.

#### REPLY-PAID TELEGRAM VOUCHERS.

3. In cases where a reply-paid voucher is received with a telegraphic inquiry, the reply should invariably be sent on the reply-paid voucher, and not on an official form.

#### REGISTERED TELEGRAPHIC ADDRESSES.

4. Any new telegraphic addresses that may be registered or submitted for registration should normally not consist of more than one word in addition to the necessary geographical particulars. Telegraphic addresses registered in Great Britain and Northern Ireland are to be reported to the Admiralty for cancellation when no longer required.

### 2469.—School Reference Libraries

(Sta. 1821/29.—4.10.1929.)

The school reference library, referred to in King's Regulations and Admiralty Instructions, Article 1859 (4), is supplied in a specially designed book-case, the intention being that it should be secured to a bulkhead, and the lid, when open, hitched up to a hook hanging from the deck above. The necessary fitting in place is to be carried out by the ship's staff.

2. This library is to be under the care of the schoolmaster, and should be placed in or adjoining the "school place" for the use of all ratings desiring to resort thereto.

3. The special book-case has sometimes in the past been discarded and the books stowed elsewhere. To minimise the risk of losses, it is essential that the books should always be housed in the receptacle provided for the purposes.

4. When a ship is relieved the reference library, complete in its case, is to be handed over to the relieving ship; if the ship is paid off without relief, it is to be returned to the Royal Naval Store Dépôt, Deptford.

5. School reference libraries are to be accounted for in S.123 as "one school reference library (consisting of 76 volumes) in book-case," the "Harmsworth's Universal Encyclopædia" being accounted for as 12 volumes, "Admiralty Manual of Navigation, Vols. I and II," "Admiralty Manual of Seamanship, Vols. I and II," and "A Short History of the Royal Navy," as two volumes each, and the "Sea Kings of Britain" as three volumes. S.123 is to be amended accordingly.

6. Care is to be taken in the custody of the books, and the contents of the library are to be checked periodically to prevent deficiencies. The value of any book lost is to be recovered from the person responsible, and particulars forwarded to the Admiralty (Keeper of Stationery and Printing).

7. In order to facilitate the checking of the contents of the School Reference Library, the following list of the books comprising the library is promulgated for information.

A copy of the list is to be pasted inside the bookcase containing the library:—

							Volumes.
<i>General.</i>							
Harmsworth's Universal Encyclopædia	...	...	...	...	...	...	12
Philip's Record Atlas	...	...	...	...	...	...	1
Twentieth Century English Dictionary	...	...	...	...	...	...	1
<i>Service Manuals.</i>							
Admiralty Manual of Navigation, Vols. I and II	...	...	...	...	...	...	2
Admiralty Manual of Seamanship, Vols. I and II	...	...	...	...	...	...	2
Admiralty Handbook of W/T	...	...	...	...	...	...	1
Electrical Manual, Vol. I	...	...	...	...	...	...	1
<i>English.</i>							
History of English Literature	...	...	...	...	...	...	1
<i>French.</i>							
New French-English and English-French Dictionary	...	...	...	...	...	...	1
Hugo's French Simplified	...	...	...	...	...	...	1
<i>History.</i>							
Outlines of European History (Grant)	...	...	...	...	...	...	1
Outlines of European History (1789-1914) (Smith)	...	...	...	...	...	...	1
A Survey of Modern History	...	...	...	...	...	...	1
Groundwork of British History	...	...	...	...	...	...	1
The British Empire	...	...	...	...	...	...	1
The Story of our Empire	...	...	...	...	...	...	1
British History of the 19th Century	...	...	...	...	...	...	1
A Short History of the Royal Navy	...	...	...	...	...	...	2
Sea Kings	...	...	...	...	...	...	3
The Royal Navy	...	...	...	...	...	...	1
The Naval Side of British History	...	...	...	...	...	...	1
Chambers's Biographical Dictionary	...	...	...	...	...	...	1
<i>Civics.</i>							
A Primer of English Citizenship	...	...	...	...	...	...	1
The British Citizen	...	...	...	...	...	...	1
Parliament	...	...	...	...	...	...	1
<i>Geography and Physiography.</i>							
The Oxford Junior Geography	...	...	...	...	...	...	1
Geography of the British Empire	...	...	...	...	...	...	1
The British Isles	...	...	...	...	...	...	1
The British Empire	...	...	...	...	...	...	1
Gateways of Commerce	...	...	...	...	...	...	1
Physiography	...	...	...	...	...	...	1
Chambers's Concise Gazetteer of the World	...	...	...	...	...	...	1
<i>Mathematics.</i>							
School Arithmetic	...	...	...	...	...	...	1
Elementary Practical Mathematics for Technical Students	...	...	...	...	...	...	1
Logarithmic and other Tables	...	...	...	...	...	...	1
Elementary Algebra	...	...	...	...	...	...	1
Elementary Geometry	...	...	...	...	...	...	1
Elementary Plane Trigonometry	...	...	...	...	...	...	1
A First Course in Calculus	...	...	...	...	...	...	1
<i>Physics.</i>							
A Class-Book of Physics	...	...	...	...	...	...	1
<i>Mechanics.</i>							
Elementary Applied Mechanics	...	...	...	...	...	...	1
Applied Mechanics for Beginners	...	...	...	...	...	...	1
Mechanics Applied to Engineering	...	...	...	...	...	...	1
<i>Electricity and Magnetism.</i>							
Magnetism and Electricity for Beginners	...	...	...	...	...	...	1
Technical Electricity	...	...	...	...	...	...	1
Magnetism and Electricity	...	...	...	...	...	...	1
The Foundation of Alternate Current Theory	...	...	...	...	...	...	1
Wireless Telegraphy	...	...	...	...	...	...	1

*Chemistry.*

Elementary Practical Chemistry	...	...	...	...	...	...	1
Service Chemistry	...	...	...	...	...	...	1

*Astronomy, Navigation, etc.*

A Primer of Astronomy	...	...	...	...	...	...	1
Astronomy	...	...	...	...	...	...	1
Examples in Navigation	...	...	...	...	...	...	1
Manual of Map Reading and Field Sketching	...	...	...	...	...	...	1

*Engineering.*

First Stage Heat Engines	...	...	...	...	...	...	1
Workshop Drawing	...	...	...	...	...	...	1
Engineers' Handbook	...	...	...	...	...	...	1
"Verbal" Notes and Sketches for Marine Engineer Officers	...	...	...	...	...	...	1

*Ship Construction.*

Attwood's Warships	...	...	...	...	...	...	1
The Modern Warship	...	...	...	...	...	...	1

Total ... .. 76

8. In order to preclude the possibility of the loss of school reference libraries, the following instructions are to be copied and pasted inside the book-case containing the library:—

*School Reference Library.*

"This library is to be under the care of the Schoolmaster and is to be placed in or adjoining the 'school place' for the convenience of all ratings desiring to use it.

The library is *not* to be removed from this book-case and housed elsewhere.

When the ship is relieved, the library *in its book-case* is to be handed over to the relieving ship: if the ship is paid off without relief, it should be returned to the R.N. Store Depôt, Deptford. In instances where the responsibility for the return of the library has necessarily to be transferred or delegated to another officer, a clear receipt must be obtained from that officer and retained for possible future reference.

Care is to be taken in the custody of the books, and the contents of the library are to be checked periodically to prevent deficiencies. The value of any book lost is to be recovered from the person responsible, and particulars forwarded to the Admiralty (K.S.P.)."

# 1931

## 1229.—A.G. Form No. 818 (Baggage Voucher)—Disposal

(C. (II) 2207/31.—15.5.1931.)

The counterfoils of used A.G. Form No. 818 may be retained for reference for a period not exceeding six months and should then be returned to the Accountant-General of the Navy (Branch 8).

2. No book of baggage vouchers is to be kept in a ship or establishment without special authority for more than two years. At the expiration of that period, if the book is still required, the serial number of the unused forms remaining in it should be reported to the Accountant-General with the request that the book may be retained for a further period not exceeding two years.

3. Commanding Officers of ships paying off should take particular care to see that the books are returned to the Admiralty when no longer required. In no circumstances should a book of forms be transferred to another ship or establishment without the concurrence of the Accountant-General.

4. To prevent the improper use of these forms the books are to be kept under lock and key by the officer responsible for their issue.

5. *Journeys performed on the London Underground Railways.*—A.G. Forms No. 818 should not be issued for journeys on the London Underground system.

**1889.—Correspondence on Air matters from and to the Fleet**

(M. 3299/31.—31.7.1931.)

The following instructions for the despatch of official communications from and to the Fleet on matters connected with the Fleet Air Arm are issued for general guidance.

2. All correspondence on questions of policy emanating from H.M. ships or Flag Officers must be forwarded through the normal Naval channels to the Admiralty. Decisions on matters so submitted will be communicated in the same way.

3. Correspondence on details of administration or local arrangements not affecting policy, or on which policy has already been determined, including correspondence concerning R.A.F. personnel afloat, may pass direct between the Air Officer Commanding, Coastal Area (or the appropriate local Royal Air Force Authority abroad), and the Commander-in-Chief or Rear-Admiral, Aircraft Carriers, or the Commanding Officer of H.M. ship concerned, subject in the last instance to any directions which the Commander-in-Chief may wish to issue. Care is to be taken to ensure that the lines of policy laid down are in no way infringed. On stations where there is no local R.A.F. authority, the appropriate authority is the Air Officer Commanding, Coastal Area.

4. It is not intended to hinder the free interchange of ideas on any matters affecting the Fleet Air Arm, including policy, between the Commander-in-Chief and the Air Officer Commanding, Coastal Area (or the appropriate local Royal Air Force Authority abroad) in so far as the discussions relating to policy are in the nature of advice given and received, and subject to any proposal arising therefrom being submitted to higher authority only through the proper channels. When such submissions are made, it is to be stated whether preliminary discussions, as indicated, have taken place.

5. Any question involving policy affecting the Fleet Air Arm from the purely Royal Air Force standpoint, which the Air Officer Commanding, Coastal Area, or the appropriate Royal Air Force Authority abroad, may desire to raise with higher authority will be addressed direct to the Air Ministry, by whom the matter would be referred to the Admiralty if and as considered desirable.

6. All official correspondence and communications between officers of the Royal Air Force serving in H.M. ships and Royal Air Force authorities on shore or elsewhere are to be conducted through the Commanding Officer of the ship, in accordance with the procedure laid down in King's Regulations and Admiralty Instructions, Articles 875 and 879 (*d*). Similarly, correspondence in the reverse direction will be addressed to the Commanding Officer of the ship concerned.

7. Any question involving Naval air policy forwarded from a unit of the Fleet Air Arm, temporarily disembarked and serving on shore, is to be addressed to the Senior Royal Air Force Officer under whom the unit is serving for transmission to the Commanding Officer of the Aircraft Carrier concerned, whence it will follow the usual Naval channels to the Admiralty.

8. Specific authority may be given for reports on certain subjects to be sent direct to the Air Ministry, *e.g.*, the reports concerning flying accidents, etc. Unless special authority is given in this manner, communications from the Fleet are not to be sent direct to the Air Ministry, but are to follow the channels referred to in the preceding paragraphs.

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**1932****974.—Telegraph Offices and Telephone Exchanges at Admiralty and Naval Ports—Hours of Attendance**

(M. 1612/32.—22.4.1932.)

The hours of service of Telegraph Offices, Telephone Exchanges, etc., of Naval interest are shown in the following table.

2. On occasions of special emergency, arrangements for keeping Telegraph Offices and Telephone Exchanges open continuously will be made.

Place.	P.O. Telegraph Office.  (1)	Naval (or Naval Officer- in-Charge's) Exchange.  (2)	Dockyard Exchange.  (3)	Naval Officer- in-Charge, Private Telephone Address.  (4)
Admiralty	Telegraph Office, 0900–1900 (Saturdays, 0900–1400).			
	Closed on Sundays, Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated.			
	A.T.X. and phonogram-room, 0800–1830 (closed on Sundays Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated).			
	Telephone Exchange, 0800–2000 (closed on Sundays, Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated).			

*Note.*—When the Admiralty Trunk Exchange is closed, it is possible to communicate by telephone with the Resident Clerk and Duty Commander at the Admiralty, via the Post Office Trunk System. The telephone numbers on these occasions are: Resident Clerk, Whitehall 2815; Duty Commander, Whitehall 9000.

Chatham ... ..	0800–2000 (Sundays 0900–1030)	—	Continuous*	—
Sheerness ... ..	0800–1930 (Sundays 0900–1030)	—	Continuous*	—
Harwich ... .. (Shotley)	Ipswich, 0800–2300 (Sundays 0900–1030)	0600–2200 (Sundays same)	—	Woolverstone 5, or Harwich 43.
Portsmouth ...	Continuous	Continuous*	Continuous	—
Portland ... ..	0800–1930 (Sundays 0900–1030)	—	Continuous	—
Portland Harbour	0900–1900 (Sundays 0900–1030)	—	—	—

*Note.*—Arrangements exist for the delivery to Naval Authorities at any time, of telegrams bearing an indication of priority, and telephonic communication with Captain-in-Charge can be effected through the Dockyard Exchange any time day or night.

Weymouth ...	0800–1930 (Sundays 0900–1030)	—	—	—
Plymouth ... } Devonport...	Continuous	Continuous*	Continuous	—

\* The Naval Trunk sections of the Dockyard Exchanges at Chatham and Sheerness, and the Naval Trunk sections of the Naval Exchanges at Portsmouth and Plymouth, are closed when A.T.X. is closed.

Place.	P.O. Telegraph Office. (1)	Naval (or Naval Officer- in-Charge's) Exchange. (2)	Dockyard Exchange. (3)	Naval Officer- in-Charge, Private Telephone Address. (4)
Rosyth ... ..	(Edinburgh) Continuous	0700-1900 (Saturday 0700-1300). Closed on Sundays	Continuous	

*Note.*—Arrangements exist for the delivery to Naval Authorities at any time of telegrams bearing an indication of priority.

Invergordon ...	0800-1930 (Sundays 0900-1000)	—	—	Invergordon 34
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(A.F.O. 412/33.)

**2049.**—*Issued Confidentially.*

### **2692.—Naval Personnel under Training in Specialist Schools —RETURNS.**

(N. 1995.—18.11.1932.)

In future a numerical return is to be rendered to the Secretary of the Admiralty (Naval Branch) each quarter detailing the numbers undergoing the various qualifying, requalifying and revision, etc., courses in the Gunnery, Torpedo and other Specialist Schools.

2. No special form will be introduced for the purpose, and if necessary the return can be prepared in manuscript.

3. As a temporary measure and until the present stock of Form B.176 is exhausted, the returns from the Signal School are to be forwarded weekly, as at present, except that *names* are not required. It will be sufficient if *numbers* in each rating and class, etc. (distinguishing between the various Port Divisions), only, are shown.

### **2875.—Form S.256—Subsidiary and Non-Public Funds— Balance Sheet and Audit**

(N.L. 3930/32.—9.12.1932.)

When the Accountant Officer of the ship is keeping the account under audit, paragraph 3 of the certificate under the heading "Audit" on Form S.256 is to be struck out (*see* King's Regulations and Admiralty Instructions, Article 635a, clause 5).

2. Form S.256 will be amended on reprint.

(K.R. and A.I., Art. 635a (5).)

# 1933

## 412.—Admiralty Long Distance Telephone System and Phonograms

(M. 316/33.—17.2.33.)

### Part I.—Admiralty Long Distance Telephone System

The long distance Naval telephone lines terminating in London are concentrated in the Admiralty Trunk Exchange (A.T.X.), and the other ends of these lines terminate at the Naval Trunk Exchanges (N.X.) at Chatham, Sheerness, Portsmouth, and Plymouth. All these N.Xs. are connected by direct lines to the A.T.X.

2. The long distance telephone system is used for general Naval and dockyard messages, and also for communication with certain military authorities and R.A.F. stations in the vicinity of the home ports (*see also* para. 12).

3. It is to be used for Service purposes only, and private conversations are not allowed.

4. The general working of the system is controlled by the Admiralty, but each Naval Trunk Exchange is under the orders of the Senior Officer for local working.

5. *Hours of Attendance.*—The normal hours of attendance at the A.T.X. and for the long distance telephone system are from 0800 to 1830 on every week-day. They are closed on Sundays, Christmas Day, Good Friday and on Bank Holidays, unless orders to the contrary are promulgated, details being found in Admiralty Fleet Orders. (*See* A.F.O. 974/32).

When the A.T.X. is closed, the Resident Clerk and Duty Commander at the Admiralty may, in case of urgency, be communicated with by telephone *via* the Post Office Trunk telephone system. The caller should ask for (Whitehall 2815) "Admiralty Resident Clerk," or (Whitehall 9000), "Admiralty Duty Commander."

6. The A.T.X. will be kept continuously open during times of emergency, or when it is considered that continuous direct telephonic communication between the Admiralty and the home ports is necessary.

7. *Conversation.*—The lines are worked on the trunk lines system. When making a call, the caller will ring up the local exchange and will tell the operator the name, telephone number and department or establishment of the person to whom he wishes to speak. The operator will obtain the connection, if the trunk line required is available, or, if a line is not available, particulars will be noted and the caller will then ring off, after giving his own name and number, and will be called later. When the A.T.X. is required "Admiralty Trunks" should be asked for.

8. The operators keep a list of all calls which have been deferred, with the times at which they were asked for, and calls are connected in the order of the times recorded against them, calls in both directions being treated equally.

9. Conversations should be as short as possible. When a large number of calls is waiting on a line, conversations will normally be limited to three minutes from the time they begin, but may be extended if specially asked for, at the discretion of the Officer-in-Charge of the Exchange.

10. A call, which has been asked for and found subsequently not to be required, should be cancelled by informing the exchange operator, otherwise time on the long distance lines is wasted.

11. Calls may be made between the home ports *via* the A.T.X., but should circumstances, such as the bad state of the lines, render communication difficult it may be necessary to stop such calls.



12. Communications on Service matters *via* the Admiralty long distance telephone system is also possible between subscribers connected with the local Post Office Exchanges in London and the home ports. This system cannot be employed where the connection would involve a toll or trunk call on Post Office lines.

13. Except where otherwise stated, the rules given above apply only to Naval telephone lines and not to ordinary Post Office lines, on which different arrangements for working are in use.

14. The telephones are not to be used when a postagram or a letter will suffice, but are to be reserved for messages of an urgent nature or when actual conversation is necessary. Also, as no telephone line, even if direct or private, is entirely free from overhearing, the telephone is never to be used to discuss matters of a secret or confidential nature, unless the conversation is so worded that no information would be disclosed to a third party who might overhear the conversation. This also applies to Wireless Telephony. (*See* para. 25.)

15. It is essential for the satisfactory working of the lines that the foregoing rules should be strictly adhered to, and that no unnecessary conversations take place. In order to ensure this, arrangements exist whereby the Naval Officer-in-Charge of the A.T.X. can listen to any conversation over the lines. If he should hear matters of a secret or confidential nature being discussed or conversations on non-Service matters or on Service matters which are obviously not urgent and which could be dealt with by letter, the call will be summarily terminated and an explanation asked for.

16. *Naval Trunk Exchanges and Provincial Authorities connected to them.*

- (a) *Chatham N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity; Lodge Hill, R.N. Armament Depôt; Chatham Garrison.
- (b) *Portsmouth N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity; Priddy's Hard, R.N. Armament Depôt; Rear-Admiral (S); Lee-on-Solent, R.A.F. Headquarters; Fort Grange Air Station; Stokes Bay Experimental Station.
- (c) *Plymouth N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity of Plymouth and Devonport, R.A.F. Station, Mount Batten, Devonport Military Central Exchange.
- (d) *Sheerness N.X.*—All Naval and Dockyard Authorities and establishments in the vicinity; R.A.F. Air Armament School, Eastchurch.

17. *Phonogram Rooms.*—The A.T.X. and N.Xs. being merely telephone switchboards, no message can be taken down in writing at these exchanges. Consequently, connected with the A.T.X. and each of the N.Xs. is a Phonogram Room where phonograms are written down and recorded.

## Part II.—Phonograms (P N)

18. *Use of Phonograms.*—Messages should be sent as phonograms on all possible occasions when this method is cheaper than the telegraph, and when a letter or postagram will not suffice. (*See* para. 14.)

19. When the Admiralty Trunk Exchange (A.T.X.) is open, the Admiralty long distance telephone system is used as an alternative to W/T or inland telegraph for sending messages between the Admiralty and the home ports, *i.e.*, Portsmouth, Plymouth, Chatham, and Sheerness (*see* para. 1), and also between home ports.

Experience has shown that messages between Naval establishments can be sent as accurately by telephone as by telegraph, and in most cases phonograms will be delivered more expeditiously than telegrams.

20. Messages between home ports will be accepted by the Admiralty Phonogram Room as phonograms and re-transmitted via the A.T.X. and a Naval Trunk Exchange (N.X.) to the Phonogram Room at the place of destination.

21. When the A.T.X. is open, phonograms may also be sent via the Phonogram Rooms and the long distance Naval telephone lines between any Naval Authorities who are connected to a telephone system. The phonogram is to be passed via the N.X. (Phonogram Room) nearest the sender. When economy is effected thereby, the Admiralty long distance telephone system will be utilised to pass the message via the Admiralty Phonogram Room to any other Phonogram Room which may be nearer the addressee, this Phonogram Room in turn taking down the message and forwarding it to the addressee via the Post Office telephone system.

22. *Phonograms to the Admiralty, etc.*—Phonograms can be sent via the Admiralty Phonogram Room to all departments of the Admiralty, Admiral Commanding Reserves, West India Docks (R.N. Store Depôt), Deptford (R.N. Victualling Yard), and Greenwich College.

When it is necessary to send a message to the Admiralty during the hours that the Trunk Exchange is closed, it should be sent by telegram. Only messages bearing the indication "Immediate," or an indication of a higher relative degree of priority in accordance with the instructions contained in Signal Manual and Coding Instructions, will be dealt with immediately on receipt at the Admiralty during these hours (*see also* para. 5).

23. *Phonograms to the Air Ministry.*—Phonograms are also accepted by the Admiralty Phonogram Room for the Air Ministry.

24. *Phonograms to Firms.*—Phonograms, instead of telegrams, should be sent by Naval Authorities to firms which are connected to the Post Office telephone system in the vicinity of the A.T.X. or any N.X., the phonograms being transmitted by the local Phonogram Room to the addressee by telephone. In this connection it is observed that the expense of the local telephone call is only one penny. Phonograms sent to private firms are in all cases to be confirmed in writing by the originator of the message.

25. *Secret and Confidential Messages.*—Messages in code or cypher may be sent as phonograms, but no secret or confidential message is to be telephoned in plain language.

26. *Procedure.*—Phonograms are telephoned between the Phonogram Rooms of the A.T.X. and the N.Xs., where they are written down on receipt. They are not telephoned direct from the Admiralty Phonogram Room to addressees at the home ports, nor direct from the Phonogram Rooms at the home ports to addressees at the Admiralty. Phonograms will usually be delivered to the addressee from the Phonogram Room at a Naval port by telephone, a written copy being forwarded in confirmation if required by the addressee, but, when more convenient, written copies may be sent without telephoning the phonogram. Phonograms received at the Admiralty are circulated in the same way as other messages.

27. Messages originating at a home port for despatch as phonograms should normally be sent in writing to the local Phonogram Room, but when of an immediate nature they may be telephoned to the local Phonogram Room.

28. Phonograms are treated in all respects as L/T messages, *i.e.*, entered in the Cypher or Signal Log (and L/T Log, if kept) and circulated as L/T messages.

29. Particulars of all phonograms are recorded in the Phonogram Rooms, and copies are kept for reference.

30. All phonograms are to be repeated back after the whole of the message has been written down.

31. The names of the operators who actually pass and receive a phonogram are to be noted on the forms used, together with the time of receipt.

32. *Originators' Numbers.*—Phonograms bear originators' numbers in the same series as all other messages.

(A.F.O. 974/32.)

(Also issued as A.F.O. S.25/33.)

**413.—Postagrams (P/G)**

(M. 316/33.—17.2.1933.)

A postagram is a special postal message sent between Naval Authorities in home waters on occasions when the message need not reach its destination earlier than an ordinary letter posted at once.

2. Except as regards method of transmission, postagrams are to be treated in all respects as L/T messages, *i.e.*, entered in the Cypher or Signal Log (and L/T Log, if kept) and circulated as L/T messages.

3. Postagrams should be used in preference to W/T or L/T messages whenever it is not urgently necessary for the recipient to take action on the same day as the message is despatched, but they are not intended to replace ordinary postal correspondence.

4. *Originators' Numbers.*—Postagrams bear originators' numbers in the same series as all other messages. Owing to the longer time taken in transmission of postagrams, cases may occur in which there is an apparent break in the continuity of originators' numbers. In order to call attention to this and to prevent the miscarriage of an important message being overlooked, the next L/T or W/T message in the series, following the despatch of one or more postagrams, is to contain a reference to the number of intervening postagrams prefixed by the letter "P"; thus 273 P1 (or P3, etc.).

5. To the *Time of Origin* of a postagram is to be added the day of the month.

6. *Forms to be used.*—Form S.575D should normally be used for postagrams, except those from the Admiralty, which will be sent on an Admiralty form headed "Postagram."

7. *The Authority for Despatch* of a postagram will be the same as for any other form of message, and postagrams must be signed by the officer authorising them. Postagrams despatched from the Admiralty will not be signed if they are "Admiralty" messages, but will bear in lieu a special stamp of authenticity. Departmental messages, *i.e.*, messages emanating from the Head of a particular department or branch (Director of Stores, Director of Dockyards, etc.), despatched from the Admiralty will be signed.

8. *Secret and Confidential Postagrams.*—Messages which would be despatched in cypher or confidential code as L/T or W/T messages may be sent in plain language as postagrams. They should be clearly marked "Secret" or "Confidential," as appropriate. Messages so marked are to be enclosed in two envelopes, the inner being marked "Secret" or "Confidential," and the outer "P/G" in block letters both on the front and back. They are to be sent by registered post.

9. *Non-confidential Postagrams* need only be enclosed in one envelope, which is to be marked "P/G" in block letters both on the front and back.

10. *Postagrams to and from the Admiralty.*—All postagrams sent from the Admiralty will be enclosed in two envelopes, the outer being an ordinary O.H.M.S. envelope addressed as a letter, but having "P/G" in block letters both on the front and back.

Postagrams to the Admiralty are to be addressed to "The Secretary of the Admiralty, London, S.W.1."

11. Arrangements should be made to ensure that postagrams are dealt with on receipt in the same manner as other messages, *e.g.*, more expeditiously than ordinary postal correspondence. The inner envelope of a secret or confidential message and a message from the Admiralty is to be handed unopened to the officer who would have dealt with the message had it been received by W/T or L/T.

12. In the case of multiple-address messages the notation "Addressed .....repeated....." is to precede the text, as explained in the Coding Instructions. This notation will apply whether the messages are transmitted as L/T or W/T messages or as postagrams.

(Also issued as A.F.O. S.24/33.)

**546.—Registered Packets received in H.M. Ships—Procedure**

(M. 634/33.—3.3.1933.)

In future the time of handing over of registered packets to the recipients in H.M. ships is to be recorded in the Registered Letter Book and Parcel Book, Form S.568 (Form S.568a for destroyers). This form will be amended when the present stocks are exhausted.

2. Several instances have occurred in which the instructions in King's Regulations and Admiralty Instructions, Article 1095, clause 2, concerning the entry of the date and time on the duplicate list (Postmaster's No. 1134), have not been carried out. Attention is called to the necessity for strict compliance with these instructions.

**\*630.—Postal Regulations Applicable to H.M. Naval Service**

(M. 316/33.—10.3.1933.)

*H.M. Ships in Home Waters.*

(i) The ordinary inland rates of postage and general postal regulations apply to all kinds of packets despatched to and from H.M. Ships in Home Waters.

(ii) Official letters sent through the post offices of Great Britain, Northern Ireland or the Irish Free State to the Admiralty or to any Government Department in London, Edinburgh, Belfast, or Dublin, need not be prepaid. This regulation does not, however, apply to parcels which must be prepaid at the inland parcel rate.

Separate Naval Establishments, such as the Naval Store Depôt, West India Docks, are not treated by the General Post Office as Government Offices in London, and correspondence for them must be prepaid.

(iii) Postal packets should normally be addressed to the port at which a ship is lying, but the indefinite form of address, "H.M.S. ...., in Home Waters, c.o. G.P.O.," may be used when the ship's position is not known with certainty.

(iv) The correct postal address for H.M. Ships at Port Edgar is South Queens ferry, West Lothian. This address is also used by H.M. Ships when lying in the stream at Rosyth.

*2. H.M. Ships in Foreign Waters.*

(i) Letters, Post Cards, Newspapers, and printed papers should be addressed "H.M.S. ...., in Foreign Waters, c.o. G.P.O., London," and prepaid at the rates applicable to British possessions. These rates are also payable in English postage stamps on letters, etc., for Great Britain, included in the closed mails made up on board H.M. Ships in foreign waters. Official letters sent to the Admiralty or to any Government Department in London, Edinburgh, Belfast or Dublin, in a closed mail need not be prepaid.

(ii) Parcels should be addressed as for letters, *see* paragraph 2 (i), and prepaid at the following rates of postage irrespective of the ship's location:—

	<i>s.</i>	<i>d.</i>
Not exceeding 3 lb. ....	1	3
Exceeding 3 lb. but under 7 lb. ....	2	6
Exceeding 7 lb. but under 11 lb. ....	3	3
Exceeding 11 lb. but under 22 lb. ....	6	0

Customs Declaration Forms are not required to accompany parcels addressed to H.M. Ships, wherever stationed, but they are required for parcels to H.M.A. Ships lying in Australian waters.

The above parcel rates also apply to parcels sent to this country in a mail made up on board one of H.M. Ships outside Home Waters. When it is not possible to arrange for the despatch of parcel mails direct from H.M. Ships, parcels must be posted on shore by the senders at the rates required by the Foreign or Colonial Post Office concerned.

(iii) *Home Fleet*.—When the Home Fleet is abroad during the spring cruise, letters, parcels, etc., should be prepaid as for ships in foreign waters (*see* paragraph 2 (i) and (ii)). Parcels may be addressed "H.M.S. . . ., Home Fleet, c/o G.P.O., London" and be prepaid at the Inland Rate, but parcels addressed in this manner are despatched only by H.M. Ship and are therefore subject to delay.

(iv) *Registration*.—A registered letter for one of H.M. Ships outside Home Waters is subject to the regulations of the Foreign and Colonial Post. Letters and parcels for the United Kingdom posted on board H.M. Ships abroad may be registered. Parcels for places abroad, including H.M. Ships, cannot be sent by registered post.

(v) *Insurance*.—The insurance system does not apply to letters addressed to or sent from H.M. Ships abroad, even if the ship is stationed at a port to which the insured letter system extends. A parcel addressed to one of H.M. Ships abroad may be insured up to a limit of value of £50.

3. *Irish Free State*.—British postage stamps are not valid for the prepayment of letters posted in the Irish Free State. Letters posted on board H.M. Ships in the waters of the Irish Free State should be made up into closed mails addressed to the General Post Office, London, before being handed to a civil Post Office in the Irish Free State.

4. *Explosives*.—The transmission by post of shell, grenades, cartridges, fuzes, detonators, etc., or of portions of the same, containing explosives or other matter likely to endanger other postal packets or Officers of the Post Office is strictly prohibited.

5. *Economy and "Official Paid" envelopes*.

(i) The use of economy envelopes is restricted to Great Britain.

(ii) "Official Paid" envelopes are not recognised by foreign postal authorities, and the appropriate postage must be prepaid in stamps on correspondence addressed to foreign countries.

(iii) The following precautions should be taken to prevent the misuse of "Official Paid" envelopes :—

(a) The main stocks should be kept under lock and key.

(b) Ready-use supplies should be issued to responsible members of the staff who make up letters for the post, and these supplies should be kept locked up at night and when not being drawn upon for official use.

(c) Registers of letters posted should be kept.

6. *Surcharges, affixing Stamps to Letter Bills* :—

When H.M. Ships in which no Accountant Officer is borne are cruising in foreign waters, postage stamps are to be affixed to the relevant letter bills in settlement of surcharges collected on unpaid, or insufficiently prepaid, correspondence addressed to the ships concerned.

Only British stamps are to be used for this purpose, and they must not be cancelled. Letter bills to which postage stamps have been affixed are to be returned to the Post Office in closed covers.

7. *Fleet Mails Despatched to Foreign Stations—Special Marking of Sack containing Form L.P.S., F.S.90*.—Arrangements have been made with the General Post Office for the sack containing Form L.P.S., F.S.90, to be marked with a conspicuous letter "F" on the label, and for a similar marking to be placed on the label of each bag which contains a letter bill.

This procedure will enable the sack containing the bag list and, later, the bag containing the letter bill to be picked out for prior treatment, and will admit of the immediate checking of the number of bags received against the number advised.

The Form L.P.S., F.S.90, and the letter bill will each be enclosed in an envelope.

It is necessary that the letter and parcel bills and registered and insured lists should be returned promptly.

8. *Mail Bags*.—Post Office mail bags, whether hessian bags, canvas bags, registered bags, or parcel bags, are on no account to be used for other than mail purposes. They are only to be used officially for letters and parcels, and registered letter bags are on no account to be employed except for enclosing registered letters.

H.M. Ships and Naval Authorities on shore are responsible for the return of empty letter and parcel bags from abroad. Bags not required for letter mails for the United Kingdom should be forwarded as a separate mail addressed "London, E.C.—Empty Letter Mail Bags from H.M. Fleet at ....." Similarly, bags which are not required for parcel mails for this country should be forwarded as a

separate mail addressed "London Parcel Section—Empty Parcel Mail Bags from H.M. Fleet at ....." Consignments of empty bags should normally be made up in bundles of 10 (*i.e.*, nine bags enclosed in one) and accompanied by an advice of the number of bags returned. It is important that parcel bags should be returned separately from letter bags, and that each consignment should show clearly from which Naval Station the bags are being returned.

Such steps as may be practicable are to be taken to keep an account of the number of mail bags received and to check their disposal.

9. *Lead Seals.*—The used lead seals on Post Office mail bags are to be preserved and returned periodically, with all surplus mail bags to the General Post Office, London, either direct or through the nearest Naval Authority. Similarly, used Admiralty lead seals are to be returned to the local Naval Store Officer for transmission to the Superintendent, R.N. Store Depot, Royal Victoria Yard, Deptford.

### **\*986.—S.446—Medical History Sheet—Revision**

(N./Part Sta. 1/33.—20.4.1933.)

S.446 (Medical History Sheet) has been revised and a continuation sheet added. Supply will be made on demands addressed to the Superintendent, R.N. Store Office, West India Docks, London, E.14. Such demands should be restricted to minimum requirements.

2. The revised form is to be used for all new entrants. The current medical history sheet is to be used for existing ratings until filled up. The recording of the medical history is then to be continued on the revised sheet (S.446) and afterwards, if necessary, on the continuation sheet. The entries in respect of medical examination, etc., on the revised sheet (S.446) are to be made simultaneously with the commencement of the use of this sheet.

3. The use of a rubber or metal stamp for recording the results of various tests, examinations, etc., is to be discontinued when the revised form is brought into use.

4. Medical History Sheet Covers (S.446A) are still to be used to accommodate S.446 (and continuation sheets), Syphilis Case Card, etc.

### **2162.—Ten Letter Groups in Code Language—Abolition**

(N.I.D. 1125/33.—14.9.1933.)

The International Telegraph and Radiotelegraph Regulations (Madrid, 1932) will be brought into force on 1st January, 1934.

2. On and after that date, words in code language must not exceed five letters in length instead of ten as hitherto.

3. The instructions in certain cyphers and codes in use in H.M. Navy direct that five letter groups are to be made up into 10 letter groups when despatched. These instructions are to be cancelled on 1st January, 1934, and on and from that date five letter groups are to be despatched as such regardless of the method of transmission.

4. The individual codes and cyphers will be amended in due course.

(A.F.O. 2753/33.)

(Also issued as A.F.O. S.210/33.)

### **\*2514.—Radiotelegrams—Charges Collected on Board Ship**

(D.N.A. 5235/33.—12.10.1933.)

In view of the present exchange value of British currency as compared with the gold franc, the surcharge on radiotelegrams is to be increased from 35 per cent. to 40 per cent.

2. The surcharge does not apply to radiotelegrams sent to coast stations in South Africa or to South African ships.

(Also issued as A.F.O. S.224/33.)

**2584.—Requisitions for Money**

(D.N.A./N.L. 3157/33.—26.10.1933.)

When submitting requisitions for money to the Captain for his approval, the Accountant Officer is to furnish a statement, in the form given hereunder, of the manner in which the amount of the estimated requirements for the period has been arrived at, in order that the Captain may be able to judge of the reasonableness of the demand.

Probable payments and receipts to .....193... (inclusive).

<i>Payments.</i>		<i>Receipts.</i>	
	£		£
Pay ... ..		Remittances ... ..	
Messing allowances, etc. ...		Post Office Savings Bank	
Miscellaneous ... ..		Clothing, etc., sold ...	
		Miscellaneous ... ..	
	£		£
Deduct probable receipts ...	£		£
Estimated requirements ...	£		

2. Forms S.5 and S.5A will be altered in due course so as to provide for these details, but meanwhile the statements are to be given in manuscript and attached to, or inserted on, the forms and counterfoils.

3. The same procedure is to be followed when money is obtained by Bills of Exchange (Forms S.2 and S.3).

**2630.—Schemes of Complement—Ship's Copies**

(N. 4536/33.—2.11.1933.)

Two copies of the scheme of complement approved for a ship are issued to the Commanding Officer. One of these should be placed in the Ship's Book. Care should be taken that any amendments to the scheme of complement which are subsequently issued are noted immediately in both copies.

**2753.—Code Telegrams—Revised Charges**

(M. 65/33.—16.11.1933.)

As from 1st January, 1934, the charge for telegrams containing code groups of five letters will be 60 per cent. of the Ordinary full rate in the extra-European system, and 70 per cent. of the Ordinary full rate in the European system. In every instance there will be a minimum charge as for five words, or 1s. 3d. if that is greater.

2. Words in plain language, proper names, etc., used with their natural meaning in a code telegram, *e.g.*, with Government Telegraph Code, will be charged at the 60 per cent. or 70 per cent. rate, being counted at the rate of five letters to a word.

(A.F.O. 2162/33.)

(Also issued as A.F.O. S.249/33.)

